

FREE

Kent on Sunday

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North & West Edition No 619

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Last hurdle on perilous journey

Trip across English Channel
could be matter of life or death

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Anton's just an old-time kinda guy

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Why it is still right to remember the fallen 100 years on

TOMORROW sees the centenary of this country's entry into the First World War.

While many around the county will be turning out their lights, or marking the beginning of the conflict in another way, some have questioned how long we should continue to remember this war.

And after 100 years, maybe it is time to raise the issue of whether it is still relevant to remember the fallen, or whether we should, as a society, have moved on.

The First World War is known as the Great War because it was the first conflict that dragged in all walks of society and had such a significant impact on the generations who lived through it and followed it.

It was a savage war that claimed the lives of a tremendous number of people from across the globe.

It shaped much of our modern history and it is arguable that it may have set the scene for the Second World War, which followed it some 20 years later.

It is because of this that, while we

have remembered for 100 years, it still isn't time to turn out the light on our remembrance of the war.

The First World War still echoes in our national consciousness due to its severity.

While some may argue that a conflict that was fought 100 years ago is no longer relevant to our modern era, the point of remembering it still rings true.

As we see escalations in tensions in Ukraine, and further conflict across the world in Gaza, Syria and Iraq, it seems more appropriate than ever to make sure that the lessons of the past are learnt by everyone.

With some 16 million people killed during the course of the First World War, and a further 20 million casualties, we must make sure that we remember the fallen soldiers in that terrible conflict.

By doing so, we may stand a chance of ensuring that the mistakes of the past are never repeated and Britain is never in a position of having to send a generation of young men to offer their lives again.



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Bathers are warned away after another sewage spill

By Sarah Linney

sarah.linney@archant.co.uk

SEASIDERS were once again told to stay out of the water on Thanet's beaches this week after another sewage spill, which comes despite the threat of prosecution hanging over Southern Water.

Bathers were advised not to enter the sea by the beaches between Walpole Bay in Cliftonville and Dumpton Gap in Broadstairs after a discharge from the company's sewage-pumping stations at Foreness Point overnight on Monday.

It is the latest in a series of spills. Southern Water was fined £200,000 last year over untreated sewage that was discharged into the sea off Margate in 2011.

The Environment Agency is investigating another incident in June 2012.

In May this year, another flood of filth saw bathers advised not to enter the water for days.

The affected beaches this time were Walpole Bay, Palm Bay, Botany Bay, Kingsgate Bay, Joss Bay, Stone Bay, Viking Bay, Louisa Bay and Dumpton Gap.

Although Thanet Council said



WHAT A SIGHT: But beach-lovers at Viking Bay were this week advised to stay well clear of the water

the advice was only a precaution, Mike Harrison, cabinet member for operational services, said: "As an area that thrives on tourism, preventing people from swimming in the sea off our coast is clearly something we want to avoid."

Thanet South MP Laura Sandys is meeting representatives from Southern Water next week to discuss the problem.

She said the repeated discharges were "clearly unacceptable".

"I have serious concerns about

the impact that these discharges have on visitors, the people who live here and businesses, particularly during the summer holidays," she said.

Green Party councillor Ian Driver has also asked for a meeting with company chief executive Matthew Wright.

In his email, he described the company as a "serial polluter" of Thanet's beaches that was causing "serious damage to our reputation as a visitor destination."

However, Southern Water said that the discharge was normal considering the heavy rain.

The company said in a statement: "A sewerage network cannot operate as a 'closed system'. It must have a stormwater-release mechanism to safely get rid of excess water during storms."

"Releases like this are in line with approved flood-prevention and environmental protection measures and are vital to prevent flooding during heavy rain."

Prison for driver who ran off after passenger was killed in smash

A DANGEROUS driver who ran off after his passenger was killed in a crash has been jailed for 15 months.

Tobbie Coleman, from Dover, had no driving licence or insurance when he lost control of his car and crashed it in a field after driving in convoy with two other illegal motorists.

Emma Willis, 23, died at the scene and another man was seriously injured, but Coleman, the other drivers and their passengers fled, leaving the injured man and the dead girl in the car.

Coleman, 22, of Ottawa Way, was sentenced on Tuesday after being found guilty of causing death by careless driving.

The accident happened in the early hours of Saturday, August 17, last year on Sandwich Road, Waldershare.

Coleman, who was carrying three passengers, was in a convoy with Ryan Rodmell, who also had no licence or insurance, and uninsured Charlie Morgan. Coleman, Rodmell and Morgan, along with their passengers Damien Lee and Galina

Dodd, fled before police arrived, but officers found Lee and Morgan nearby and arrested them.

Rodmell was banned from driving for 12 months and fined £515 after being convicted of driving without a licence and insurance.

Morgan was also convicted of driving without insurance, permitting no insurance and obstructing a constable and was given a suspended 21-day jail sentence, as well as being banned from driving for two years, ordered to do 250 hours' unpaid work and fined £180.

Dodd was convicted of obstructing a constable and jailed for 18 days, while Lee, also convicted of obstructing a constable, was sentenced to 21 days' jail, suspended for 12 months, 250 hours of unpaid work and £165 costs.

Detective Sergeant Scott Lynch said: "The investigation into Emma's death was initially hampered by the selfish and unlawful actions of her associates that night."

P b d crack in dealer's underwear

A DRUG-dealer who hid heroin in his boxer shorts has been jailed for 33 months.

Ajah Stracchan, 32, told officers "I'm just sorting my jeans out" as he tried to conceal wraps of heroin and crack cocaine when he was stopped in Tunbridge Wells on March 20.

Officers found a cellophane bag, wrapped into a ball, tucked into the rear of his boxer shorts.

Inside were 48 wraps of crack and heroin with an estimated street value of almost £1,000.

During a police interview, Stracchan claimed the drugs were all for his personal use and that he was a crack and heroin addict.

He was jailed at Maidstone Crown Court after admitting two counts of possessing Class A drugs with intent to supply.

Jeremy Clarkson put in his place by ambulance service

JEREMY Clarkson's claims that speed bumps in Kent would hinder ambulances have been rubbished – by the ambulance service.

The Top Gear presenter tweeted on Tuesday: "People of Ulley Road, in Ashford, Kent. With all those stupid speed humps, I hope you never need an ambulance."

But Richard Airey, from the

South East Coast Ambulance Service, said: "If the speed bumps don't spread along the whole road, I imagine the wheelbase of an ambulance would be large enough to not go over them."

"But even in an emergency our crews would be driving sensibly and to suit conditions. They are not going to whizz down a road with speed bumps."



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MPs united in their support for college change

TWO MPs have pledged their support to East Kent College after it took over the running of collapsed K College campuses in Folkestone and Dover this week.

Charlie Elphicke, MP for Dover and Deal, and Damian Collins, MP for Folkestone and Hythe, both commended the college for taking over the running of the former K College campuses.

Elphicke talked of his excitement at the proposals to

enhance the college. He said: "East Kent College has a reputation for providing an excellent standard of education and the skills the local community needs.

"I am delighted they are bringing this ethos to the Dover campus and look forward to seeing the plans for more courses and better facilities develop."

Collins added: "This marks the start of a new era for further education in the town."



BE CAREFUL OUT THERE! Stay safe

RNLI warning after girl, 12, rescued at sea

THE Royal National Lifeboat Institution has warned about the danger of strong sea currents after the rescue of a 12-year-old girl off Ramsgate beach.

Alexandra Hewitt, from the town, was with friends when the current swept her and her 21-year-old brother out past the harbour arm.

Lifeguard Sam Studd spotted the pair and alerted fellow lifeguard Jack Basson, who paddled out to rescue them.

"The girl was tired and seemed to be struggling," he said.

"She was visibly relieved as I helped her grab on to my rescue board."

Alexandra's mother Rachel thanked the lifeguards for their swift actions and urged other people to take care.

"The girl was tired and seemed to be struggling," he said.

"She was visibly relieved as I helped her grab on to my rescue board."

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"The girl was tired and seemed to be struggling," he said.

"She was visibly relieved as I helped her grab on to my rescue board."

"We want everyone to enjoy the seaside safely and the best way to do that is to visit a lifeguarded beach and swim between the red and yellow flags."

Authority agrees to draw up a business plan for Manston after report

By Jamie Weir

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THANET District Council has agreed to draw up a business plan for Manston Airport.

The decision was taken by the council at its cabinet meeting on Thursday evening. The authority will also conduct a viability exercise that it will share with airport-owner Ann Gloag.

The preliminary findings of an initial viability report by Falcon Consultancy were discussed at the meeting, with the council agreeing to gauge the level of interest in the airport before starting any action that would force Ms Gloag to sell it.

The viability report had seemingly dealt a further blow to hopes for Manston's future when it stated that the airport would need hundreds of millions of pounds in investment, together with substantial government support.

However, the report's findings were questioned by Conservative MP



AIRPORT-OWNER: Ann Gloag

Sir Roger Gale, who stated that the airport already had national support from the Prime Minister downwards.

Sir Roger said: "It is not clear to me who the consultants spoke to or

on what basis they have reached, in a matter of days, conclusions that seem to have been plucked out of the air.

"Manston already has very considerable and powerful political support on a cross-party basis at national and local levels, has a commitment to improved rail links funded by the taxpayer, already has motorway links that appear to have been ignored, has massive local backing and has an operator ready, willing and able to buy and operate Manston as a freight hub and subsequent passenger airport."

"References to the need for 'hundreds of millions of pounds of investment' and 'a 50-year business plan' smack of the views of those at county and local level who wish to deter a Compulsory Purchase Order and suggestions of discussion and negotiation with the present owner are, in the light of experience, I think both naïve and risible."

The council stated that no decision would be made on using a CPO until a suitable partner could be found.

Nine years for brute who knifed landlady

A MAN who stabbed his landlady has been jailed for nine years.

Peteris Vankovs, 52, punched the 38-year-old in the face, knocked her phone to the ground and stabbed her in the thigh with one of her kitchen knives at her home in Murston, Sittingbourne, after she asked him to leave.

She had given him his marching orders after witnessing an argument between Vankovs and his then-girlfriend, who was her lodger and with whom Vankovs had been staying, on November 7 last year.

After swearing at her, Vankovs left but returned within an hour to the house in Wykeham Road and threatened both women.

The following day, he came back again at about 1pm and shouted at his landlady before assaulting her.

Vankovs was found guilty of wounding with intent to cause grievous bodily harm and was jailed by a judge at Maidstone Crown Court.

Man robbed of cash destined for charity

A ROBBER disabled his victim by squirting washing-up liquid in his face, then ran off with a bag of charity money.

A 50-year-old man carrying takings from the Royal British Legion was attacked in Brishing Lane, Maidstone, on Monday, July 21.

Detectives are now appealing for information about the attack, which happened between 11.20am and 11.35am.

The robber is white, in his twenties and about 6ft tall.

He was wearing a grey tracksuit with his hood up and his face was obscured by a scarf or something similar.

The bag he stole was a black rucksack.

His victim chased him as he ran off down Francis Lane but lost him in the Senacre area.

Anyone with information should call Detective Constable Jonathan Pearce on 01622 604270, quoting crime reference YY/14652/14, or Crimestoppers free on 0800 555 111.

Train passenger was assaulted as she slept

A MAN has been placed on the Sex Offenders' Register for seven years after sexually assaulting a woman on board a late-night train to Kent.

Ian Harrison, 53, of Jutland Road, Catford, assaulted the woman while she was asleep on the 12.13am London Charing Cross to Hayes service on April 29.

He was also given a 12-month jail sentence, suspended for 20 months, and a 20-month supervision order at Blackfriars Crown Court on Thursday after admitting sexual assault.

The 25-year-old woman woke up during the attack and managed to break free and get off the train at West Wickham station.

A media appeal featuring CCTV images helped police to catch Harrison.

Detective Constable Andy Parkinson, who led the investigation, said: "The impact this attack had on the victim should not be underestimated."

"This underlines the valuable role CCTV can play in investigating crime on the rail network."



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A whole new story as Kent on Sunday enjoys its fresh surroundings

KENT on Sunday moved into its new offices earlier last month – so be sure to use our new address when you want to get in contact with us.

After 10 years in Smeeth, we began a new era for your favourite Kent weekend newspaper when we moved into Kent House in the heart of Ashford town centre.

Kent on Sunday's editorial, advertising and distribution teams are now based at the modern new offices, along with colleagues from our sister title, the glossy Kent Life magazine.

From here we will continue to deliver the finest regional newspaper for the entire county, with all the latest news, leisure, sport, business and your one-stop shop for the best offers from our loyal advertisers.

Archant Kent publisher Simon

Irwin said: "We enjoyed a great period of success at Apple Barn, winning a host of awards over the years and firmly establishing ourselves as a class apart for a free newspaper.

"And we continue to evolve, which is why we're now greatly looking forward to starting the next chapter of our success story."

Which means if you want to get in touch, you'll need to now address all correspondence to:

Kent on Sunday, Archant Kent, Kent House, 81 Station Road, Ashford TN23 1PP. All email addresses remain the same.

Our telephone numbers have changed, too. For all advertising enquiries, call 01233 653461; for editorial, call 01233 653475; for distribution, call 01233 653470.

• This is a revised version of last week's KoS article.



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Festival proves the oyster still has its magic



TENS of thousands thronged the narrow streets and famous harbour front of Whitstable for this year's Oyster Festival.

The globally-famous event, founded in 1985, brings in fans of both the unusual seafood and, needless to say, good old-fashioned fun.

The food fair proved particularly popular, along with the street parade, treasure hunt, Venetian carnival, fireworks and, of course, those Whitstable oysters by the ton.

The festival, which ended on Friday, also saw 70 events all designed to celebrate the town's heritage, food, music and art.

The buskers' stage was open to literally anyone with some musical talent wanting to test big audiences.

Others could step back in time at the charity tea garden at the Captain's House, raising money for Syrian refugees while enjoying the quaint English pastime of tea and home-made cake all served on vintage crockery.

There was also some street theatre, a divers' trail and even a farmers' market.

But, of course, most were there for the oysters, caught locally on the nearby flats.

And it's on the sea shore where the formal opening of the festival happened – a ceremony dating back generations.

The simple and charming ceremony saw the blessing of a catch of oysters landed by Whitstable Sea Scouts.

The catch is presented to The Lord



Mayor of Canterbury, who distributes the oysters to hostellers throughout the town at the head of the Oyster Parade.

Think you like oysters? Many fancied themselves as a champ and, after handing over £3 to prove it, knocked back six of them and quaffed half a pint in the fastest time for a fun prize.

Whitstable has been synonymous with oysters for 2,000 years after shells excavated in modern Rome were traced back to this traditional seaside town.

This year, the Festival Feast started



Pictures: ANDY LANE



at £35 per head for three rich courses.

An essential park-and-ride system was in place after a car park had to be closed for maintenance.

Although the festival was launched in the mid 1980s, favourite events like the Blessing of the Waters, the Landing of the Oysters and grotter-building date back much further.

The week traditionally celebrates the oystermen's holiday as the British native oyster spawns from May to August, during which time they are left alone by fishermen, hence the traditional closed season for oyster-

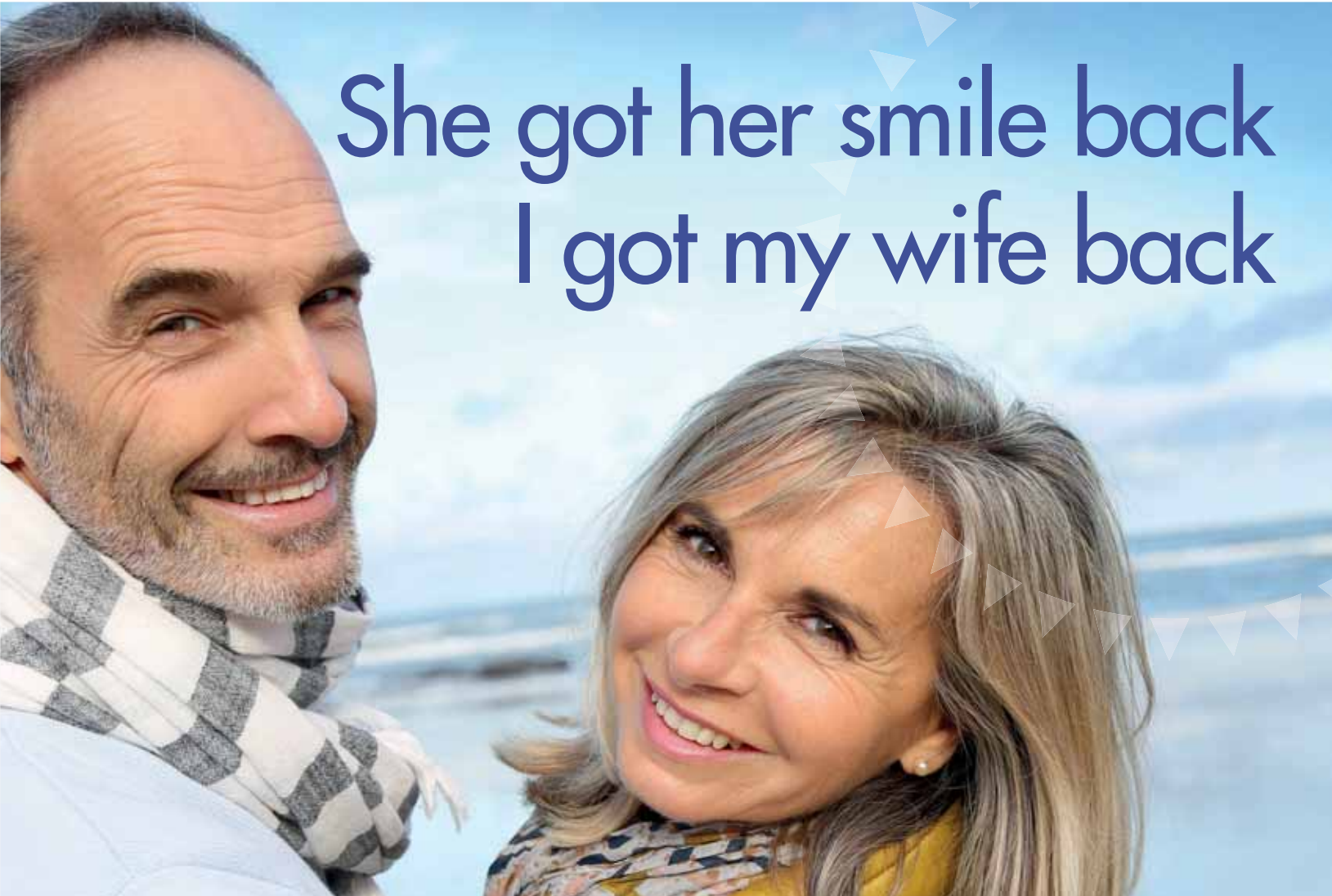
eating in any month with an 'r' in it.

Pacific rock oysters are farmed year round and it is these that are available during the festival.

While the business is centuries old in the town, it was not until 1793 that the industry became highly regulated with the Act of Incorporation of the Company of Free Fishers and Dredgers of Whitstable.

The organisers told us: "We are delighted with the way it all went this year and planning is already under way for next year."

No one will want to miss it.

A photograph of a middle-aged couple smiling at each other on a beach. The man is on the left, wearing a grey and white checkered scarf. The woman is on the right, with grey hair and a yellow top. The background shows a beach and the ocean under a blue sky with some clouds. There are decorative white triangles in the upper right corner.

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PORT OF CALL: Our island nation has always been a big attraction to immigrants and asylum-seekers looking for a safe haven from persecution and a place in which they can rebuild their lives

‘Increase in desperation’ drives migrants to perilous measures

For most of us the Channel is just a fun crossing on the way to Europe, but for others it is the last hurdle in their bid to reach safety from the threat of persecution.

Sarah Linney reports on an issue that none of us can ignore.

WHAT'S the worst you might expect when crossing the Channel on a boat? A bit of seasickness, probably. Maybe a queue at the port.

But what if the boat you were trying to cross on wasn't a ferry but a dinghy... or a raft... or even a child's toy?

What if all that sat between you and the elements on that interminable 21-mile journey was a few planks of wood you'd nailed together yourself?

You'd have to be crazy to even contemplate such a thing. Yet it is what more and more desperate migrants are doing in a bid to get into Britain – or die trying.

Last month, two men from Pakistan made it to a mile off the Kent coast in a blow-up rubber boat made for children. After getting into difficulties, they were saved by a boatload of tourists who spotted them.

Two months before that, an Afghan man in his 20s tried to sail across the Channel on a raft made out of planks and covered in

tarpaulin, with a bed-sheet as a sail.

By the time he was picked up by a lifeboat just a mile from the French coast, having been carried adrift by a strong current, he was suffering from hypothermia.

There have been other reports of migrants being found in the sea off Calais trying to swim on to ferries bound for England. The lucky ones get hypothermia. The unlucky ones die.

The Home Office refuses to give figures on how many incidents of this type are recorded each year but admits the problem increases in the summer, when the weather and consequently the seafaring conditions are better.

It is a problem. Immigration is one of those incendiary issues that few really like to discuss for fear of being branded racist.

But even those who welcome immigrants warmly are united in their wish to stop people taking a course of action that is not only illegal but incredibly dangerous.

“The Dover Strait is one of the busiest shipping lanes in the world, and

dinghies and rafts are not going to get picked up on radar,” said Dover and Deal MP Charlie Elphicke.

“The English Channel can have strong streams and the danger is very great.”

Don Flynn, director of the charity Migrant Rights Network, said: “It is appalling. There are risks that they will go under the bows of large vessels or be swept out into much more dangerous waters.

“People think that because they can see the shore on the other side, it's a simple matter of staying afloat for a couple of hours.

“On a clear day you almost feel you could skim a stone across – I have often been surprised by the fact that more people haven't been tempted to do something like that.

“It is a desperately dangerous thing to do.”

The Home Office says it is sharing intelligence with the French authorities and has upgraded security at Calais and technology in a bid to crack down on the problem.

Elphicke praised the work done by the Border Force and HM Coastguard, whose job it is to rescue anyone in difficulty at sea.

But he said the French authorities needed to do more to stop migrants getting to the point where they could plot a cross-Channel voyage.

“The French authorities need to get a grip on the situation,” Elphicke said.

“I do welcome the fact that some positive action has been taken by the government – clearing the camps [the refugee camps at Sangatte] is a step in the right direction – but they need to go further.

“I want the French authorities to round these people up and do more to repatriate them urgently to their home countries. They need to process any asylum claims that they may have.”

He said a situation that had been going on for years had now moved “from distasteful to unacceptable” –

on both sides of the English Channel.
“The authorities in Calais are incandescent about the situation,” he said.

“It is having a massive impact on Calais and the situation is damaging for the image of France.

“They are angry with Paris and want to see a change in policy and more of a joint effort between Britain and France.

“I think the British and French governments should work together. The problem is now at the stage where serious and substantial action ought to be taken so Dover and Calais can return to normality.”

He said that Britain’s immigration policy had been too lenient in the past but that there also needed to be an international crackdown on the trafficking gangs who bring migrants across Europe.

“Britain was a complete soft touch under the previous government – we used to have an open-door policy. We are cracking down on that, but it takes time for news to travel,” said Elphicke.

“There needs to be an international effort against the gangs who bring these people through Europe.

“There’s an increase in desperation, but I’m not sure if there’s an increase in the number of people. Many of them are repeat have-a-goers. Border Force tell me that they have begun to recognise some of them – they catch them and hand them to the French authorities, who release them.”

But shouldn’t we, who have so much, be compassionate to those who have so much less? Not indiscriminately, says Folkestone and Hythe MP Damian Collins.

“We have always had a tradition both of attracting talent and of taking in genuine asylum-seekers who are fleeing their country in fear of their life,” he said.

“We welcome people who have a legitimate right to be here.

“But that doesn’t mean we should let anyone who wants to come in do so if they don’t have the necessary papers and accreditation.

“It’s fair that we do have quite strict rules which say whether someone can come in and I think in general we have tightened up our border and immigration controls.

“We need to let people in camps in northern France know that if they don’t have grounds to come into this country legally, they shouldn’t try to come in illegally.

“They will be detained and sent back home – and there’s a high risk they might lose their life trying.

“It is a question of resources. There is a limit to what we can accommodate.”

“We have always had a tradition both of attracting talent and of taking in genuine asylum-seekers fleeing their country in fear of their life”

Damian Collins,
MP for Folkestone and Hythe



SAVING GRACE: Attempts by migrants to cross the Channel can end with rescue by HM Coastguard. MPs Charlie Elphicke, top right, and Damian Collins.



Elphicke agreed. “We are a small country and we can’t solve the ills of the world. There are limits to what we can do,” he said.

“We do our bit helping with humanitarian aid everywhere from Syria to the Philippines, but we are a densely-populated island and there are massive pressures on our public services, particularly because of our ageing population. We are in a difficult economic position anyway – we have had a really bad crash and are still recovering from that.

“The border security, technology, intelligence and other social costs this involves cost Britain a huge amount of money, I would have thought hundreds of millions of pounds.

“The cost of diverting public services to deal with these problems could be spent on more of the services that we all rely on – more teachers, more classrooms, more doctors, more hospitals.

“It is not possible, with the best will in the world and the biggest heart in the world, to help everyone.”

But Don Flynn of Migrant Rights Network says that for many migrants the trip from Calais to Dover is not a quick jolly across a bay to see if they can get a few benefits but the last desperate act in a journey during which they may have stared death in the face so many times that familiarity has almost bred contempt.

“I have met people who have been on the move for years – who have come from Afghanistan and Pakistan and experienced some pretty brutal

conditions on the way. They may have been beaten, threatened and robbed,” he said.

“The journey from Pakistan to Iran means crossing over lawless areas where there are bandits, mountains, glaciers and deserts. The only way to do that is by putting yourself in the hands of people who you hope will help you, but they may just as easily cut your throat and leave your body by the side of the road.

“By the time these migrants get into Europe they have a high threshold of enduring risk. This will not be the worst thing they have done. Very often by the time they have got to the Channel coast it is just one more piece of foolhardy, desperate risk that they will be undertaking.

“Many of them will by then be so fatalistic and despairing that even if they don’t make it, it brings their suffering to a final conclusion.”

And he says that the UK’s appeal is not because it is seen as a ‘soft touch’ but because of its long tradition of rightly welcoming those who need its help.

“The UK is a very diverse country,” said Flynn.

“A lot of people from the areas that are producing refugees are likely to have families and friends here who are probably offering them some level of support and help.”

There is nothing in international law that requires refugees to seek asylum in the first safe country they come to.

But there is a ‘first country of asylum’ principle under which countries

“To us the number of people coming in looks alarming, but these are a very small number of people compared with those building up on Europe’s borders”

Don Flynn,
Migrant Rights Network

are expected to take refugees fleeing persecution in a neighbouring state – so, in practice, refugees who would have had the opportunity to claim asylum in a safe country they have come through on their way to another one are often returned there for their claim to be processed.

Flynn says that, contrary to what many people in the UK assume, most migrants don’t head here but stay in the European countries they come to first.

“I can assure you that the presence of refugees on the streets of Athens is far more visible than in any other city,” he said.

“To us the number of people coming in looks alarming, but these are a very small number of people compared with those building up on Europe’s borders.”

He says that people cannot be blamed for wanting to come to this

country in search of a better life.

“They have been in Europe surviving on a hand-to-mouth basis, harassed by police and kicked around from one place to another,” said Flynn.

“They look at the squalor that’s available to them in places like Greece and Bulgaria and they feel compelled to move on a bit further.

“People want to rebuild their lives. I met an architect in a refugee camp who had had a middle-class lifestyle before. There are camps where people have been there for 10, 20, 30, 60, 70 years, but they don’t want to do that for the rest of their lives.”

He said the countries of Europe needed to cooperate with each other now to come up with a proper plan for dealing with refugees.

“The whole of Europe needs to come together and come up with a refugee system capable of providing protection for people displaced by war, violence and repression,” Flynn said.

“We have the Refugee Convention, but there has been no proper coordination between countries over how they provide for victims of repression.

“Seven million Syrians have been displaced because of violence, but national governments just walk out on it.

“We send people back to Somalia, where there isn’t a government. We send people back to refugee camps where we know there’s endemic fighting.

“It is a very, very unsatisfactory situation.”



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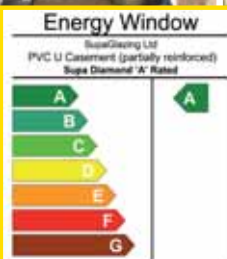
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Maria Chiorando speaks to author Iain Yardley

The Zeebrugge disaster: new book tells the story of those who felt it most

THE Zeebrugge disaster is a story without romance, as brutal as it was immediate, one in which almost 200 people died, and, according to author Iain Yardley, a story that had to be retold.

As hordes of people boarded the Herald of Free Enterprise ferry on the evening of March 6, 1987, after a trip to the Belgian town of Zeebrugge, they could not have known the fate that awaited the vessel.

As it left its berth, heavy with hundreds of passengers – many of whom were taking advantage of a national-newspaper promotion to travel across the English Channel for £1 – it did so with its bow doors open.

Within 90 seconds, water started streaming into the boat.

Twenty-five minutes later, it capsized with catastrophic consequences, coming to rest on a shallow sandbank just outside the harbour.

A total of 193 passengers and crew perished. Now, 27 years later, the long shadows cast by that awful night continue to haunt those who were involved.

And it has become the subject of a new book, *Ninety Seconds At Zeebrugge – The Herald Of Free Enterprise Story*, written by Yardley.

It aims to chart that terrible event by those who were there or, by the crooked hand of fate, saw their family caught up in the disaster.

It was through chance that Tracy Lamy-Edwards, who lost her mother, grandmother, sister and baby nephew, did not join her family on the trip.

Because it was the law in Europe for babies to be strapped into baby seats, and there was not enough space for two in her father's car, Mrs Lamy-Edwards decided to stay at home.

She suggested her grandmother take her place. It is her story that the author found one of the most moving.

The high price her family paid would lead to her becoming a transport-safety campaigner, playing a significant role in campaigning for lights on ferry bow doors and the registration of vehicles and cars when travelling by ferry.

Yardley said: "Out of the disaster there have been some good things.

"I'm sure that if you spoke to survivors and those who have lost loved ones it is very difficult for them to look at it in that way, but there have been changes in transport safety which have benefited many people as a result of the disaster that took place that night.

"Being involved in a tragedy like that can change the course of your life and some people went on to helping profes-

sions, like social work, after it happened."

The scar of the night of March 6 remains tender, despite the passing of the years.

The scale of the tragedy was enormous, creating headlines around the world and shaking up an industry that provided hundreds of jobs in the county.

Back then, ferries were the primary mode of transport across the Channel, popular with day-trippers keen to take advantage of duty-free bargains on board.

There was even a charity single recorded, featuring stars such as Paul McCartney and Kate Bush on a cover of *The Beatles' Let It Be*.

The coverage captured the imagination of Yardley.

"I wanted to write the book because I had always had an interest in the disaster. It had a big impact on me, but I never knew why.

"There was a book written before which was about crew members, but I felt like there was a bigger story to tell – one that also includes the passengers that people don't know about, and there was no one place where all those stories were together."

In trying to present a truthful account of that evening, Yardley wanted to talk to as many people as possible.

Inspired by the book *A Night To Remember*, by Walter Lord, about the Titanic, which is full of survivor accounts, he went about trying to find as many people as possible to interview.

"I put notices out in the local and national press, saying what I planned to do – compile all the stories. I mainly waited for people to respond to the notices.

"I only approached a few people. If people didn't respond to me, I left it there.

"Many of the people I contacted fell over themselves to talk to me.

"Most of the focus was on the parents of the young people who died, but I was also interested in talking to the siblings who may have been very young at the time of the disaster but now are older and want to talk about it."

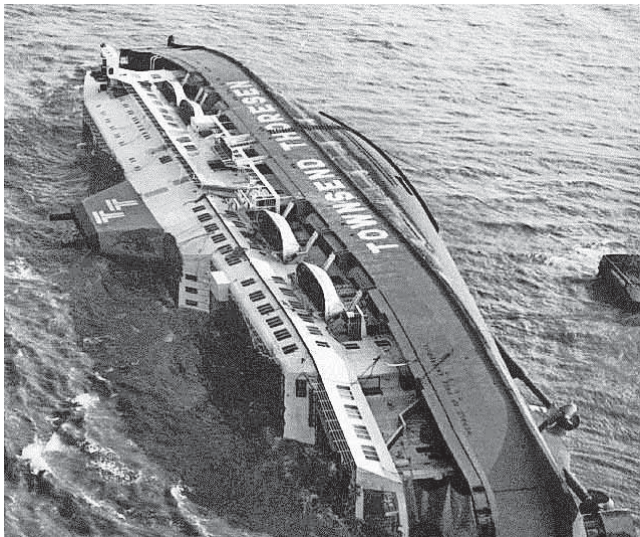
Yardley hopes that as well as informing people about the disaster, the book could play a secondary function in helping the survivors see that they are not alone and that many have similar feelings and stories to share about that night, claiming many of the people he spoke to found it therapeutic.

As well as talking to relations of those who died, the research extended to aid workers who attended the scene or who worked in the hos-

about the terrible events on board the Herald of Free Enterprise on the evening of March 6, 1987



Picture: FRED VANDENBUSSCHE



Picture: MIKE MARTEN



HORROR: The Herald of Free Enterprise capsized off the Belgian coast after it left port with its bow doors open. The terrible event claimed the lives of 193 of the ferry's passengers and crew.





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pital where the injured were taken. "I interviewed some of the rescue workers and the hospital staff in Belgium, who remembered the accident vividly," the author recounted.

"It feels like their disaster to them, although most of those on board were British. A lot of them are still working at the same hospital."

The one group Yardley felt was the most difficult to permeate was the crew.

"I would have liked to have spoken to more crew members than I did," he said.

"There was obviously some resistance. Some of them said it was too early to release a book.

"I didn't push it with any of the crew members who didn't want to talk to me, who said they didn't want to get involved at this stage because there were 38 crew members who died, and the 42 surviving crew members would have known all of them, so the crew would have really suffered enormous personal losses.

"I have been working on the book since 2005, and it's not about making money, or sensationalising events... It was a story I felt had to be told"

Iain Yardley, author of *Ninety Seconds At Zeebrugge*



NINETY SECONDS: Author Iain Yardley says of his newly-published book, 'it was a story that I felt had to be told'

"I have been working on the book since 2005 and it's not about making money or sensationalising events.

"It's not about suggesting anything.

"The book is purely based on first-person accounts. Nothing gets lost in translation as this is all from original documents and people.

"It was a story that I felt had to be told."

Mrs Lamy-Edwards told the author: "The orange hull and white boat haunt me in my memories and on occasions in my dreams.

"But it is a big part of my history, my life and my destiny. It shaped me

into being a militant campaigner and an advocate for justice."

■ *Ninety Seconds At Zeebrugge*, by Iain Yardley, is priced at £20 (hardback) and available from Amazon, all good bookshops in Kent and direct from publisher The History Press.

WHY DID IT SINK?

It was a tragedy of epic proportions that left 193 dead and scarred the memories of the survivors forever.

And it was a catalogue of errors that led to the disaster.

The ferry, owned by company Townsend Thoresen, was travelling from the Belgian port of Zeebrugge to the port of Dover when it capsized.

In what would later be revealed as a litany of oversights and circumstances the doors at the back of the ferry – where cars would be driven on and off – were left open as the boat sailed.

As water began to fill the car deck, the ship turned sharply towards the port, righted herself, then turned back to port and capsized.

The ferry landed on a sandbank, which meant it was only half-submerged, saving it from sinking into deeper water. This probably saved some lives as people were able to escape the ship before the whole vessel sank.

An inquest discovered the fault lay with a series of failures to check that the bow doors were properly shut, in addition to the car deck not being divided into watertight compartments, which would have prevented flooding across its length and that ultimately led to it capsizing.



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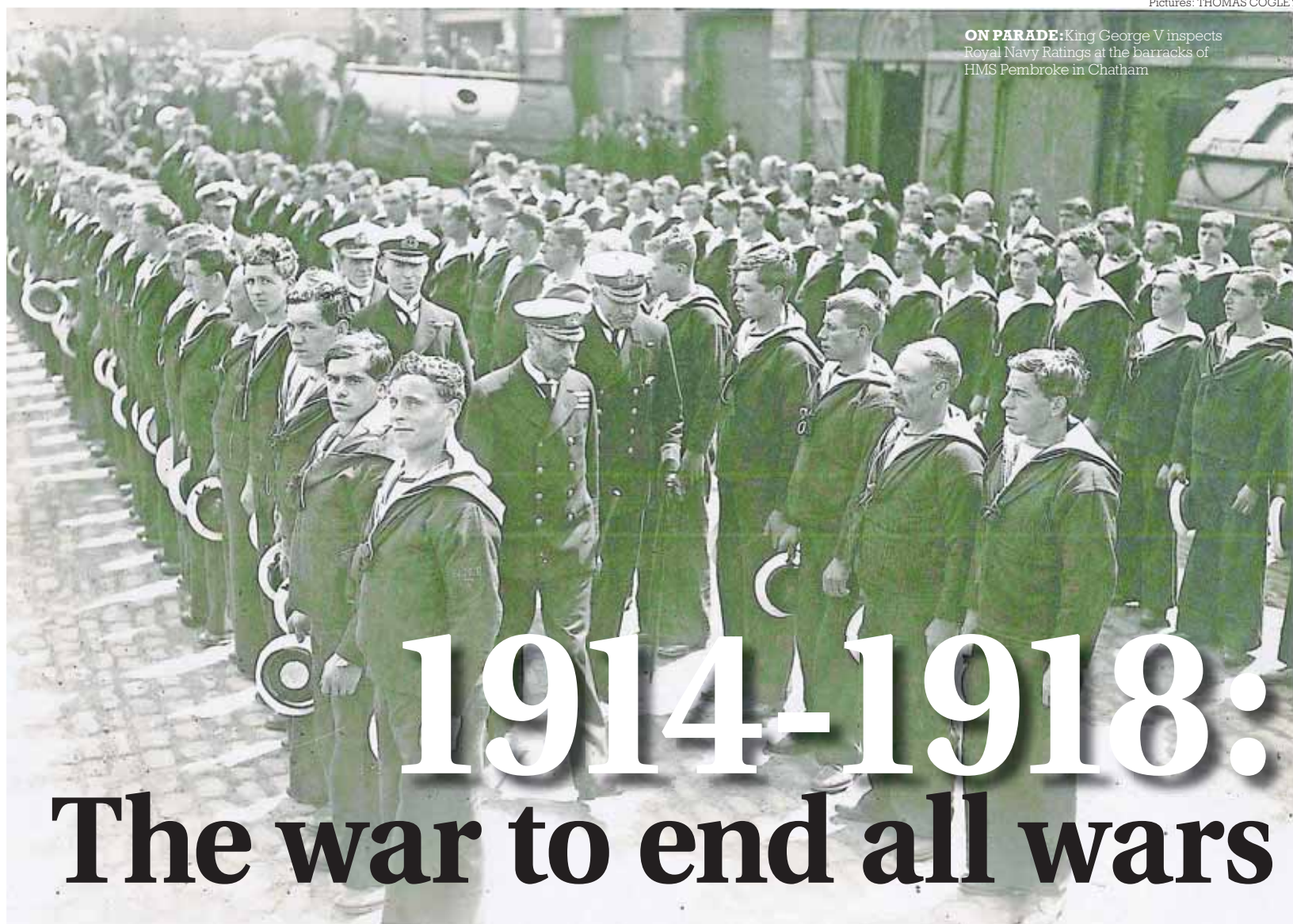
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ON PARADE: King George V inspects Royal Navy Ratings at the barracks of HMS Pembroke in Chatham



1914-1918: The war to end all wars

IT went on to become known as the Great War, but the First World War came about through the most circuitous of circumstances.

It was set in motion by the assassination of Archduke Franz Ferdinand of Austria on June 28, 1914.

It was a time of unrest across Europe and trust was in desperately short supply among governments.

There were ructions over the death, but at that time no one in Britain believed it would come to war. Surely lessons had been learnt from previous conflicts and there was little appetite for more death and destruction.

But pressure grew and by early August we were at war. Hostilities began on July 28 and lasted until November 11, 1918, this country having declared war on Germany on August 4.

The Austro-Hungarians fired the opening salvo as they invaded Serbia.

Unhappy with the move, Russia mobilised and Germany invaded neutral Belgium and Luxembourg before moving towards France.

Like a house of cards, this provoked the British government to declare war on Germany, stopping its advance short of Paris.

It was here that the Western Front developed and the wholesale slaughter started.

Trench lines were dug and the lines on the map moved from side to side,

It was August 4, 1914, that Britain declared war on Germany, whose troops had earlier that day invaded Belgium. As far as this country was concerned, the event marked the beginning of the First World War. It lasted until November 11, 1918, by which time it had claimed the lives of some 16 million people. As ever the front-line county, Kent played a hugely important role in this terrible conflict. Over the following pages we take a look at a range of aspects in which the county was involved. Tomorrow (Monday) we all have the opportunity to remember those who lost their lives or who suffered terrible injury by taking part in Lights Out, in which we are asked to leave on just one light or burn one candle from 10pm-11pm. There will be 96 events across Kent, one of them starting at Canterbury Cathedral at 9.45pm. To find an event near you, go to www.1418now.org.uk.

with neither adversary gaining much advantage. Thousands of lives could be lost for the gaining or the loss of a few hundred yards.

It was a battle of attrition – the generals knew whoever had the most men would win, but the cost was ap-

palling. This dreadful state of affairs went on until 1917.

On the Eastern Front, the Russian army was successful against the Austro-Hungarians but stopped in its invasion of Prussia by the Germans.

In November 1914, the Ottoman

Empire joined the conflict, opening fronts in the Caucasus, Mesopotamia and Sinai.

Italy and Bulgaria went to war in 1915, Romania in 1916 and the United States in 1917.

That same year, the Russian government collapsed, the Austro-Hungarians reached a truce and months later the German government folded and its forces' last push was repelled. Peace was on the horizon.

Folkestone played a crucial part in the action.

Not only was it where British troops left the nation to do their duty but it was the main port for their return.

Soon the harrowing sight of dead and horribly-injured men returning was eerily combined with that of fresh-faced youngsters passing them heading towards the killing fields of the Western Front.

The 1915 move from Southampton to Folkestone as the sole port of departure and return developed the town into Britain's biggest military camp, the ranks including thousands of well-paid Canadians who poured money into the local economy and took home more than a few British brides.

As well as returning injured soldiers, Folkestone had to cope with an influx of Belgian refugees and of course many Red Cross nurses.

The nature of trenches and lack of accurate weapons meant progress

could only be made by using sheer numbers of troops, throwing them by the thousand at dug-in enemy positions in the hope they fled.

Often, these charges were in vain and it was Folkestone that had to deal with much of the aftermath of a war that had questionable tactics and, some argue, little purpose.

Initial hopes of an early end to the fighting evaporated swiftly.

The town, once a bustling seaside retreat for well-to-do Victorians, was taking on a shade of grey as the millions poured through the streets, many walking to their deaths down Road of Remembrance.

The town, for far too many, was their last vision of home.

Such was the shock at the appalling loss of lives in the trenches during the war that it had the effect of 'cleansing' governments across Europe, with many suffering defeat at the hands of rebels in their own countries. Revolutions were almost commonplace for a period.

The League of Nations was set up to prevent such folly from repeating itself and was successful... until 1939.

Maps of Europe and parts of Asia were redrawn after the conflict, but the loss left a festering atmosphere in Germany, where fascism grew until exploding into the Second World War.

THE naval dockyard straddling Chatham and Gillingham had played a roll in Britain's defence since 1547.

It took over the role from Deptford and at the time the Medway town was known as Jillingham.

By 1550, ships from Portsmouth had been transferred to Kent. The yard produced and maintained warships for the following centuries and was called upon once more as the First World War broke out.

A new foe was in the waters. The dreaded U-boats were to bring our country to the point of defeat.

So 100 years ago, the men and women of Chatham dockyard were needed to literally save the day.

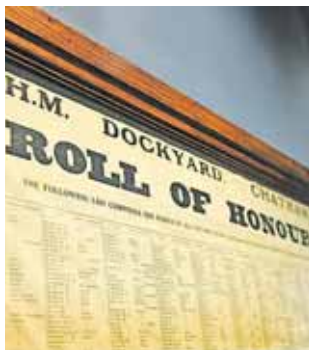
An exhibition detailing how this was done has opened at what is now Chatham Historic Dockyard, a leading tourist attraction that came about when the government of 1984 shut down all operations with the loss of more than 6,000 jobs. That sent the local unemployment rate soaring to 25 per cent.

The show's curator, Alex Patterson, said Valour, Loss & Sacrifice would show visitors the damage to warships caused by German submarines and mines and how the base helped Britain fight back against overwhelming odds.

He said repair work carried out at the dockyard ensured ships could rapidly get back out to sea to patrol the convoys bringing troops and essential supplies such as food in and out of Britain.

"They were repairing battle-damaged destroyers, they were building submarines and they were repairing and refitting ships," he said.

Chatham dockyard: the engine room of the fleet



"They were turning them around so they could get back out to sea again and get on patrol.

"The First World War is often thought of in terms of mainly trench warfare. However, this was not the case. Britain's war was fought on a number of fronts, the war at sea playing a major role.

"This is not just a story of those on the Home Front or on the ships but of those men of the Royal Navy who also served on land. The war became all-encompassing with no one left untouched."

For those wondering what it was

like for some of these people, the exhibition includes first-hand accounts of the conflict, personal belongings and displays of paintings and poetry.

Many of the items are on display for the first time and most have come from the national collections owned by the Imperial War Museum and the National Maritime Museum.

The dockyard launched its first C17 submarine in 1908 and specialised in submarine construction until the 1960s, building 57 in that time.

Of course losses were inevitable, and this is a chance to learn and understand the ordeals suffered by these

men and women as the Great War was seen through the eyes of those who lived through it.

Mr Patterson said: "This is a story about four long years of valour, loss and sacrifice which are depicted using first-hand accounts, personal effects and poignant items."

The havoc wrought by German submarines and mines resulted in the twisted metal remains and battle-scarred ships of the fleet.

Visitors can learn how new repair challenges were thrown up by this unique conflict. They can also see the traumas of the dockyard workers and

the pace of work required to maintain our battered fleet and ensure the ships were kept at sea.

Visitors can discover how the losses of Chatham Division ships affected lives back home and how technologies were quickly developed to fight against a new type of warfare challenging a navy not seriously threatened since the Napoleonic Wars.

■ **Valour, Loss & Sacrifice: Chatham, The Royal Navy And The War At Sea** is showing in No. 1 Smithery: The Gallery at The Historic Dockyard Chatham until November 30 and is included in its annual admission ticket.

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OVER the four years that the First World War raged, costing some 16 million lives, the British government was apparently never quite clear which way the conflict would go.

As the lines on the map wavered, it was decided that victory on mainland Europe could not be guaranteed, so more lines of defence were built on a vast scale across Kent, which, as ever, was on the front line.

Trenches, pillboxes and machine-gun emplacements were meticulously planned and building work begun just in case the Kaiser's men won the high ground in Europe.

Over the decades since, these would-be 'battlefields' were all but forgotten, but they were to present a potentially vital last barrier against any German assault.

Historian Alan Anstee said: "Everyone familiar with the county's history knows about the coast's Tudor castles... the early 19th-century forts, Martello towers and Royal Military Canal built to deter an invasion by Napoleon.

"But few realise what was done to possibly repel the German army during the First World War."

Some artefacts can still be seen today. For instance, there is a strategic hill at Chestnut Street, near Sittingbourne, where a defence line of trenches and barbed wire was built.

Not so very far away, there is a pillbox at Keycol Hill, another at Wormdale Farm, Newington, plus three oval First World War pillboxes in the Yelsted Lane and Stockbury areas. These were an unusual shape.

Trenches were also dug at Stockbury and a machine-gun emplacement

Kent: the secret battlefield

ment was created at Cranbrook Wood, Newington.

It appears the government was already in doubt about the future, with work starting almost at the outbreak of war.

"Few know that at the end of 1914 work began on the creation of epic lines of anti-invasion field defences, ready for action in the event of an invasion by the Kaiser's army and navy," said Anstee.

"The defences extended mainly along the north coast of Sheppey, south of The Swale to Detling and Boxley and along the North Downs.

"There is also evidence of them on the Hoo peninsula, at Chatham, Wrotham and Dover, and even as far inland as Tonbridge. They were elaborated upon from 1915 and the lines then began to resemble the Western Front, with miles of barbed wire, trenches, redoubts, pillboxes, blockhouses and gun positions.

"They were to be manned and fought from by a home defence army similar to the Home Guard.

"They were removed and filled in by German prisoners of war in 1919 and then gradually faded from memory, leaving remnants that are only now being rediscovered."

The Kent Archaeological Society and Maidstone Museum believe we should never forget these fortifications as they give a rare insight to the political thinking of the time and the gloom felt by the government as to the future of this nation.

They also show the role Kent was

to play as the country's last hope.

Anstee said: "Our defences were not built only in case of a mainland defeat – the government realised if a German force, albeit a small one, was able to land in Kent and make its way to Woolwich and put our main arsenal out of commission, even for a few weeks, it would stop supplies to the front line and essentially cripple the war effort in Europe.

"The war could have ended there and then, so defending Kent was of vital importance."

He said that many of the 19 pillboxes still remained and we as a county had lost just three of them, or rather one had been destroyed and the other two had not yet been found.

Battlements and fortifications, along with where trenches were dug, can still be recognised today.

"The Thames was heavily protected by large weapons, including 9.2-inch guns at Sheerness and at Grain. Any German ship coming up the estuary could be targeted.

"There were also submarines and minefields. So if a German force wanted to come into England, they would have had to do it at somewhere like Faversham and so it was decided the main land defences would be there.

"South of The Swale, there were about 19 kilometres of defences.

"You can stand in certain places and see the spots where the trenches have been filed in. In other locations, you can stand shoulder-deep in a ditch, but there is only 50 metres of that left now," said Anstee.

WHAT WOULD INVASION HAVE LOOKED LIKE?

VICTOR Smith wrote an account that illustrated a scenario where Germany won the fight for Europe and poured over the channel into Kent.

He said: "The quietness of the dawn is interrupted by vivid flashes of light and a sound like thunder as the guns of a German battle squadron in the Thames estuary rain down explosive shells on Sheerness.

"The eruption of crimson flames as they strike their targets is followed by a spread of dense black smoke which obscures the view of the British defenders.

"Meanwhile, with the aid of a wireless on board a Zeppelin overhead, the guns of the enemy are directed with deadly accuracy on the land as boatloads of grey-clad soldiers stream ashore along the north Sheppey coast, surprising the defenders who had not fully reached their trenches.

"With knowledge of another landing at Whitstable Bay, a defence line running south from The Swale is hastily manned.

"Its troops realise that they will soon face an enemy force intent on advancing through them west towards Chatham and London."



DEFENDING KENT: Above is the Westfield Shaw pillbox

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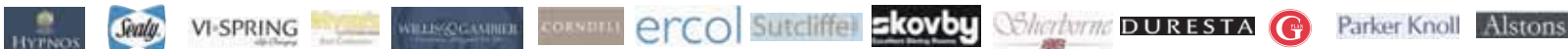
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Cut off from vital supplies by U-boats

THEY were the nightmare of merchant ships during the Second World War, but few people know that U-boats were running deep and running silent during the 1914-18 conflict, too.

They took their toll, but as the war ended, those that weren't scuttled by the German navy sometimes ended up on our shores.

One could be seen in grainy old black-and-white footage floundering just off the sands at Hastings.

And in Kent, the rotten but clearly visible remains of one can be seen on the banks of the Medway at low tide.

It had remained a long-lost secret for decades but has since been closely examined to assess which vessel it was and to uncover more of its history.

A well-placed torpedo from one of these submarines could wreak havoc, death and destruction for the crew of a defenceless cargo ship.

The German forces knew what every warmonger throughout history has known to do – cut off an enemy

from supplies and starve it out. From laying siege to ancient castles to cutting Britain off from its allies, the principle was the same.

Even in the First World War, the use of the U-boat was an essential tactic. It was the land war that eventually decided the outcome, but the submarines played an important role.

Now this rotting hulk is all that remains of one of these killing machines.

Death at the hands of a U-boat was not always quick. A holed ship could take some time to sink, leaving crews to die slowly in the icy waters of the North Sea or Atlantic.

Researchers think this one on the Medway could be UB 122, captained by Oberleutnant zur See Alexander Magnus.

It is understood that he had surrendered at the end of the war and been taken to Britain.

His former charge was later towed up the Medway to Halling, where its diesel engines were removed and fitted to machinery at a cement works.

A few years later and it was taken



Picture: COURTESY OF THE BBC

SEA WOLVES: German U-boats, like these pictured above, cut off Britain from many of its crucial wartime supplies

back downriver for the rest of it to be dismantled.

It was 1921 now and during what should have been its final trip to be destroyed a strange turn of fate meant we can still see it here today.

The sub broke away from its towing cables and drifted ashore at Humble Bee Creek near the Isle of Grain. It was too bothersome to fetch it again, so there it lay.

At low tides, sightseers can marvel at its size. Some are amazed it is so large for something from the period, while others realise just how claustrophobic submarines used to be.

Its existence was once regarded as a Medway myth as it is quite hard to reach the location.

For a technology more than 100

years old, this U-boat was one of the most advanced for the time.

It had been launched in February 1918 in Bremen. It was a Type UB III coastal-patrol submarine and carried 10 torpedoes, with a crew of 34 and a cruising range of 9,000 miles.

It never sank any Allied ships, but it did complete two patrols.

As peace finally broke out, the captains surrendered their vessels. Again, in the same year, an amazing 114 arrived in Harwich harbour.

Some went to France to rebuild their navy, but ours were sent for scrap but never quite got there. In all, six ended up like the one in the Medway.

English Heritage marine archaeologist Mark Dunkley said: "For those

living on the coast, this is a tangible reminder of the lives lost at sea."

Experts from Cotswold Archaeology have been logging details on as many of these U-boats as possible, a project that will continue for years.

Few will know there were agreed rules of engagement in the war when it came to attacks on shipping by submarines. They were supposed to allow crews to disembark before opening fire, but it is likely that seldom happened.

It was more a case of shoot on sight and the strategy brought Great Britain to its knees the year before the war ended.

The U-boats sank 5,000 ships with a similar number of lives taken, while 178 submarines were lost.

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THE German air force is famous for its innovative weapons of destruction. The Second World War saw the Stuka dive-bomber, which plunged from the sky in the direction of its ground target and dropped its single bomb before pulling out of the descent and attempting to return home.

Then there were the V1 and V2 rockets, early-day types of non-guided missile.

Even the Dornier bomber, one of which has recently been recovered from the Channel waters off Kent, was a clever adaption from a civilian aircraft.

But one of the most famous evolved during the First World War, and Kent counted the cost of this piece of Teutonic technology.

We are talking, of course, about the Zeppelin.

A famous photograph showed the damage caused by a Zeppelin raid on the night of June 4, 1915.

From the inflatable cigar-shaped balloon, the crew dropped four high-explosive bombs on Sittingbourne.

Despite the damage caused to buildings, there were no serious casualties, although there was damage in Unity Street at the rear of Park Road.

On the same night, Gravesend was attacked in a similar fashion. Today three granite cylinders on the north side of Windmill Hill mark the spot where three of the bombs from the Zeppelin landed.

At the time, it was reported that locals in Gravesend were baffled by the attack and believed the Zeppelin was actually looking to target Tilbury docks just over the Thames in Essex.

One report says: "Those who went

Threat from the skies brought by Zeppelins



BOMBED: This picture from Sittingbourne Heritage Museum shows some of the damage caused by a Zeppelin

to their windows and gazed out saw beneath the starry heavens, at a great height, what looked like a silver cigar, hovering over Windmill Hill.

"Immediately there was a terrific crash, followed by a flare which lit up the surrounding property. Afterwards it was discovered that three

incendiary bombs had been dropped on the hill, making deep holes in the ground."

Another bomb fell on a house called Feldon in Windmill Street, which was the home of Mr J Dyce. It also caused damage to 100 Windmill Street.

Other bombs were dropped at Pep-

percroft Street, 48 and 50 Wrotham Road, Woodville Terrace, Arthur Street, 2 Cobham Street, 34 Bath Street, nurses' quarters at Gravesend hospital and outside the Yacht Club VAD Hospital, the last dropped in the mud of the River Thames.

As the airships were deemed to be a

serious concern, work on the first early-warning system was started in earnest.

Just like a human ear is shaped a little like a bowl to capture sound, scientists at the time realised a larger version could possibly detect the rumble of the airship engines.

Sound mirrors were set up at Dettling to pick up engine noise almost three minutes before the human ear could. A similar system was later built at Dover in 1917 that picked up sound up to 15 miles out to sea.

A circular 12ft concrete sound mirror on a moveable mounting was tested at Joss Gap, Broadstairs, in May 1918.

An even more advanced version made from plywood and 20ft across was built also at Joss Gap. During trials in September 1918 it picked up an aircraft flying at 3,000ft 15 miles away. It was a major breakthrough.

The Zeppelin was an impressive-looking machine, but in truth it was slow, with no manoeuvrability, few ordnance and filled with an explosive gas. This combination made it a weak weapon with little impact, even if it could have been produced and utilised in big numbers.

However, seeing them looming on the horizon must have been both mesmerising and terrifying for those on the ground.

Initially, there was enormous interest from the British government to develop its own versions, and one Barnes Wallis, of Second World War bouncing-bomb fame, was employed by Vickers to make it happen.

Called the R31, the hydrogen-filled blimp never saw active service as the war ended just before it was completed.

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FOR millions of men and women, Folkestone was far from a jolly seaside town, prime for a day out at the beach and perhaps some ice-cream as a treat.

In the early 20th century, this was the gateway to an uncertain future.

More than 10 million soldiers and support and medical staff passed through the town – they were heading towards the docks and ultimately the horrors of war.

There, they ate and prepared for what was for most a short time on the front as the Great War got under way. Sixteen million people died in the four years – a tally that for all sides defied belief when it was over.

But as the British waited for their transport boats, it can only be imagined what was going through their minds.

Early on, the massive death tolls were not yet a reality, but as the years dragged on it must be assumed many more knew what lay ahead of them.

They were on their way to the grimness of the trenches.

The road down to the port was steep and the men were commanded to Step Short, which is literally a drill instruction to take smaller strides to avoid falling.

A local campaign group took up the name and decided this walk to the fields of warfare needed to be permanently marked.

That patch of farmland, a steep hill, is now named Road of Remembrance. Just after the war, in the 1930s, there was an arch erected at the top of the hill with the moving words “In Our Rejoicing We Still Remember Them”.

It didn't remain very long and there has long been a feeling a more permanent reminder should take its place.

Now a giant £500,000 stainless-steel arch has been created at the top of that same hill.

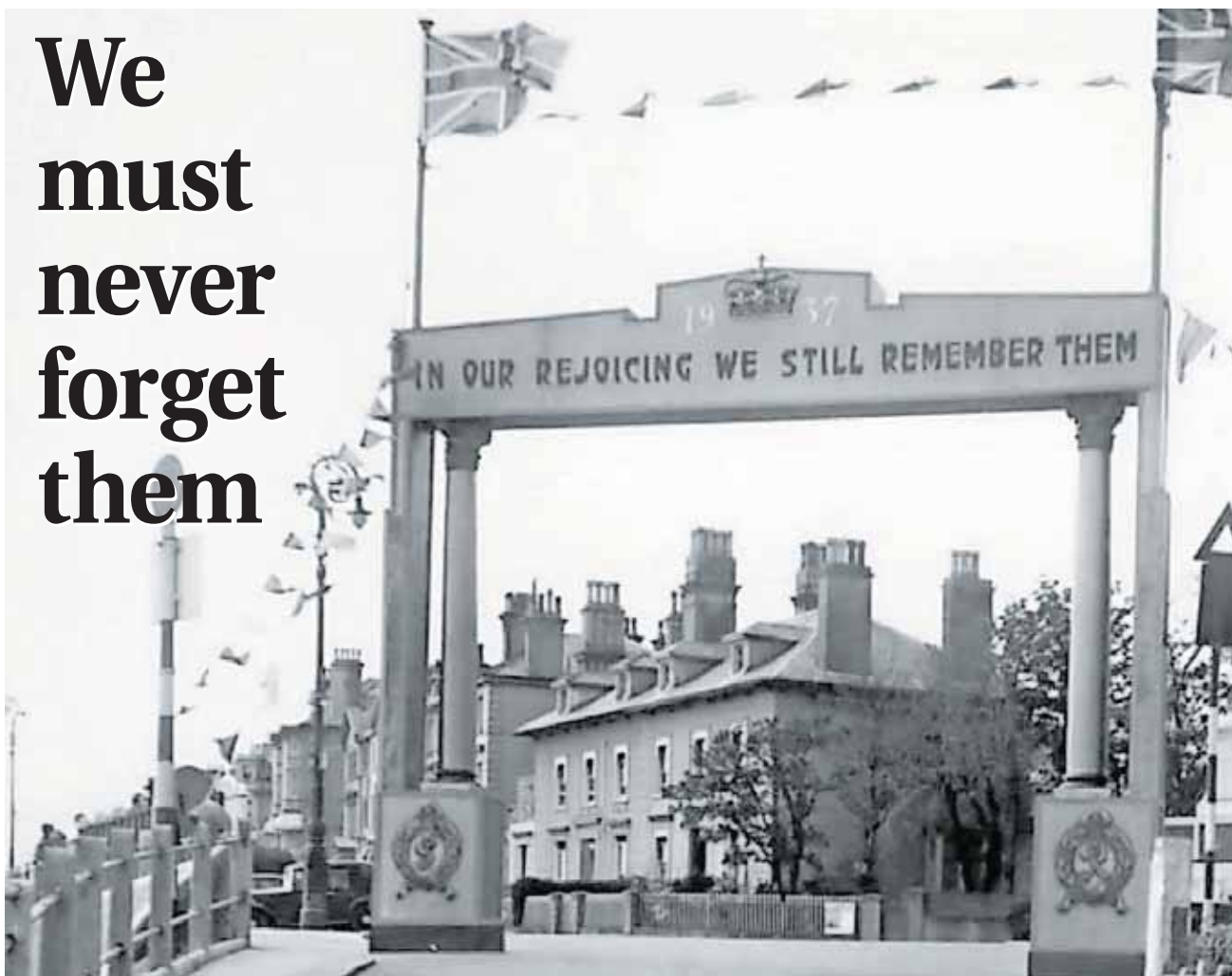
Prince Harry is due to unveil the Memorial Arch on The Leas tomorrow, August 4, which is 100 years since Britain entered the First World War.

The new arch, which is now standing proud on Folkestone's skyline, will also include a statue of an infantry soldier under its northern side and a compass that points to the nations that took part.

The arch rises to about 40ft and is 40ft wide.

Project architect Philip Gearing said: “This is an international monument. People who came here were from Asia, Africa, North America

We must never forget them



and Australia – so I tried to think of a shape that was relevant and applicable to all those people.”

At the canteen in the port, many wrote their names in a visitors' book and that has been digitised.

After seven years of planning, Paul Emden, the finance director of Step Short, said: “The volunteers who make up the Step Short committee believe that Folkestone's role in the First World War, and the bravery and sacrifice of the men and women who passed through the town on their way to the Western Front, needs to be recognised on this important anniversary of the start of the conflict.

“The arch is a dramatic reminder of

the sacrifice they made and will be an impressive addition to The Leas. It has echoes of a temporary arch that was erected at the very top of the Road of Remembrance for the Coronation of George VI in 1937.”

Local MP Damian Collins, chairman of Step Short, said: “The arch stands over the route taken by millions of service personnel on their journey to the war. It has been built in memory of their sacrifices and in recognition of the role played by Folkestone in the war effort as an important port of embarkation to and from the Western Front.”

County council leader Paul Carter

said: “The arch is a fitting memorial to the sacrifice of millions of soldiers and others who passed through the town on the way to the front line and I am delighted that the county council was able to help make it happen.”

The cost of designing and building the arch is in the region of £560,000 and was paid for through a variety of sources.

A KCC spokesman said: “Kent played a critical role in both world wars as the front-line county.

“It is fitting therefore that we support commemorations across the county and in particular the Memorial Arch in Folkestone.

“It will provide a lasting legacy to

the many who left these shores from Folkestone and paid the ultimate sacrifice as it replaces the original, long since lost, arch in Folkestone. It will be a new attraction and destination for everyone as an important and innovative learning tool for our children and a valuable tourism asset for Folkestone and Kent generally.

“The visitor economy in Kent is worth £64 million per annum and it supports around 64,000 jobs.

“The Memorial Arch will add to the overall offer for visitors to Folkestone and east Kent and, along with other historical monuments and attractions, it will help businesses locally to serve visitors who are keen to visit, learn and remember.”

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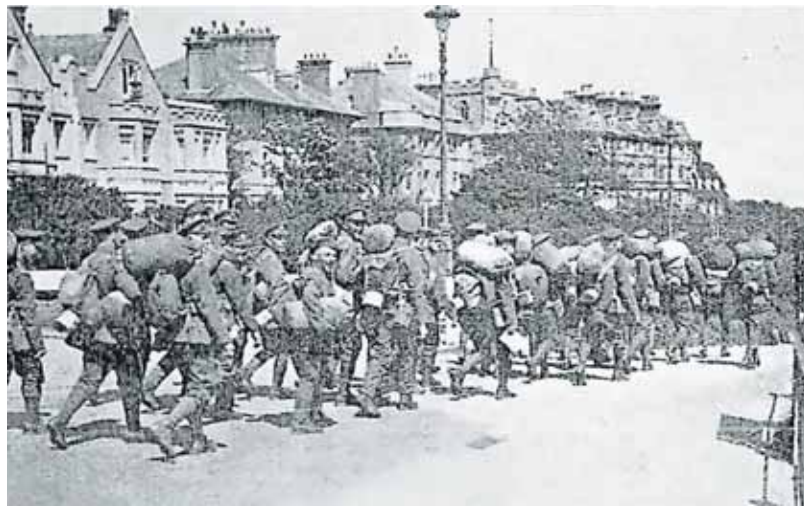
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Anton's dancing to different tune of old-time music hall

David Mairs catches up with Strictly Come Dancing star who is returning to his home county to host the return of former favourite The Good Old Days

WHO remembers the The Good Old Days? Well, I guess we all do in some way, but to the folk of a

certain vintage the term can only bring back memories of a very special BBC TV show, one that ran from 1953-83 and that re-created the undeniable delights of the Victorian-Edwardian music hall.

By definition, as much a celebration of some wonderful music and variety acts, The Good Old Days allowed the opportunity for some unrestrained wallowing in nostalgia.

Many, unsurprisingly, were more than a little disappointed to witness its departure from our television screens.

For those people, and indeed some from later generations, there is some unreservedly good news: The Good Old Days is back.

Not on television, admittedly, but on stage, which is, of course, where it lives most happily, and this month it comes to the Assembly Hall Theatre in Tunbridge Wells.

There will be something very special about this west Kent incarnation as the "special guest star" will be Anton du Beke, a mainstay of BBC's Strictly Come Dancing and a man born and schooled in Sevenoaks.

He will be helping whip up the audience into an old-times frenzy to the refrain of songs such as Oh, What a Beauty; You Made Me Love You; Ma, He's Making Eyes At Me; and Down At The Old Bull And Bush.

We are promised "a truly magical show celebrating the golden age of music-hall theatre" and, in keeping with the original show, fancy-dress is "wholeheartedly encouraged".

Accordingly, you will only really be getting into the swing of things if you come attired in period costume from the late 18th century to the 1930s... and there will be prizes for the best costumes.

Few entertainers seem more suited to the show than du Beke, who says he remembers the original with fondness.

"I remember the TV show from the 70s - it was in the style of old music hall. Roy

Hudd used to host it," he said.

Hudd did indeed appear with some regularity, but The Good Old Days was in fact compered by Leonard Sachs.

That's the thing with looking back to what some doubtless regard as better times... the facts sometimes get a little blurred.

As to the future, he stresses Royal Tunbridge Wells, a place in which he has not performed before.

"No, I've never done Tunbridge Wells, excuse the phrase," he said. "Nor The Stag in Sevenoaks, unfortunately. It's not big enough for me - I need a lot of space for the orchestra and all that goes with my shows."

He is, of course, looking forward to The Good Old Days.

"I always like interaction with the audience," he said. "It's that sort of show - Tunbridge Wells will be a great place for it."

"I love variety - it's my favourite form of entertainment, with different acts or turns. Music hall was an early type of variety.

"When I'm billed as special guest, that's what you'll get. I'll be there for most of the evening - I'm a turn.

"There'll be dancing, songs..." And might he be getting someone from the audience up on stage to do their turn?

"You never know." Du Beke is not able to make the whole tour, so some venues will be getting the legendary British

“Variety has been around for 100 years and it's all about good performers - you can't reinvent the wheel”

entertainer Lionel Blair.

Hosting the show throughout, though, will be Christopher Molloy, who danced and sang in the original way back in 1953.

"That'll be lovely," said du Beke.

As for the more youthful entertainer from Sevenoaks, would

he one day like to host Strictly Come Dancing, the show that propelled him into the national spotlight?

"You should have asked me that a couple of months ago," he said, referring to Tess Daly and Claudia Winkleman's taking of the reins from the departing Bruce Forsyth for this autumn's series.

Maybe not this time, then, but some time beyond?

"If they asked, I'd love to do it. I'm familiar with the show and they know me," said the man who has appeared in all 11 of the series so far without actually winning it.

Does that nag at him just a touch? "Strictly is not really about winning," he said.

"It's about having a great time with someone you get on with. People think about Ann Widdecombe [the former Maidstone MP], who I partnered in 2010 - that's who they remember.

"If I'd been partnered with [winner] Kara Tointon, I wouldn't have had the chance to dance with lovely Ann."

But back to The Good Old Days, at which the audience will be treated to two hours of mixed entertainment, although the team are "still working on the running order".

"Variety has been around for a hundred years and it's all about good performers," said du Beke.

"You can't reinvent the wheel and you can be too clever for your own good."

"Look at Strictly, which is a simple format. You either stay in or you don't stay in, depending on what the public want. It really doesn't get any simpler."

Neither does the principle of having a good time. So dress up in your best Victorian togs, go along to the Assembly Hall and have jolly good laugh and a sing-song. The good old days are back. ■ **The Good Old Days is at the Assembly Hall Theatre, Tunbridge Wells, on Saturday, August 30, at 7.30pm. Tickets are priced at £21.25; phone 01892 530613 or alternatively visit www.assemblyhalltheatre.co.uk.**



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Anton du Beke

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Thousands expected to attend 'jam-packed' Festival of Wildlife

SEVENOAKS Wildlife Reserve is hosting the Festival of Wildlife next month.

Now in its seventh year, the event is being held on Saturday and Sunday, August 16-17, from 10am-4pm and is free to attend.

Visitors are promised it will be "jam-packed with interactive activities, including bug-hunting and our popular guided walks".

Local bands will provide music and there will be traditional folk dancing to add to the entertainment.

There will also be opportunities to participate in "creative,

environmentally-aware workshops and demonstrations that share traditional values".

Those attending are asked to come with an open mind and leave knowing a little bit more about the natural environment and the county's wildlife.

It is the only annual event in the South East to celebrate the world of wildlife; it is organised by Kent Wildlife Trust and based in and around woods and a lake.

A trust spokesman said: "Kent Wildlife Trust recognises the potential the arts have for engaging communities and inspiring minds

and in 2013 ran an ambitious pilot of arts activity that happened during the festival.

"The arts element continues in 2014, with a varied and accessible programme to engage all ages."

It is anticipated that some 3,000 people will travel to the festival from across the county.

New for this year is a pop-up Alice Adventures in Wonderland-inspired vintage tea room with Claire Hearn, who is Mrs Tea and with whom you can enjoy 'eat me' cakes and afternoon tea... so don't be late!

Adding to the fun will be a fancy-dress competition for children, who



NATURAL STAR: Festival is now in its seventh year at the popular reserve

can come dressed as cute woodland creatures or their favourite characters from the children's story.

There will be two age categories in the competition: six years and under and seven- to 12-year-olds.

Whether you're interested in

guided walks and bug-hunting, or whether you would like your face painted as your favourite bug, there will be something for you.

More details are available at www.kentwildlifetrust.org.uk, or you can phone 01622 662012.



Summer choir workshops offer fun, friendship and the chance for young to stretch their vocal chords

CHILDREN in west Kent can experience the fun and friendship of singing in a choir at free sessions to be held during the summer holidays.

The free Summer Singers sessions, aimed at seven- to 11-year-olds from the Tonbridge, Tunbridge Wells, Maidstone and Sevenoaks areas,

offer the experience of working together in a choir and are suitable for children with little or no experience of group singing.

The workshops, all at Mascalls School in Maidstone Road, Paddock Wood, run from 10am to 12.30pm on Wednesday to Friday, August 20-22.

The final session will be followed by an informal concert for family and friends in which all attendees can take part, starting at 1pm.

Places on the project are limited and must be reserved in advance. Parents can book places by emailing summersingers@kent-music.com,

phoning Penny on 01622 691212 or visiting www.kent-music.com.

Kent Music chief executive Peter Bolton said: "Learning to sing in a choir is a great way to make friends and have fun, and youngsters can show how far they've come in a short time with a concert for friends and

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Harper's award-winning tale of racial injustice starts UK tour at Marlowe

A critically-acclaimed production of *To Kill A Mockingbird* starts its UK tour in Canterbury in September.

Directed by Timothy Sheader, it originally opened Regent's Park Open Air Theatre's 2013 season to a great reception and sell-out performances.

Due to popular demand, it returned to conclude the 2014 season.

Proving its success across every art form, the 1960 novel by Harper Lee was awarded the Pulitzer Prize, followed by the film adaptation in 1962, which won three Oscars out of the eight for which it was nominated.

Set in America's Deep South, racial injustice envelops a small town.

Through courage and compassion, lawyer Atticus Finch seeks the truth and Scout, his daughter, brings new hope to a neighbourhood in turmoil.

Daniel Betts will play Atticus Finch, alongside Zackary Momoh as Tom Robinson and Christopher Akkrill as Boo Radley. Original cast member

The literary classic, Oscar-winner and acclaimed stage show ***To Kill A Mockingbird*** returns with a star-studded cast



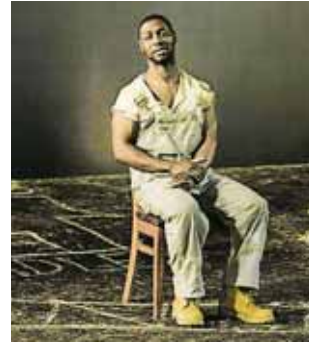
WHAT'S THE TRUTH? Original cast member and composer Phil King will reprise his role in the show

and composer Phil King will reprise his role.

Betts is an accomplished stage actor whose previous theatre credits include *Skylight* (National Theatre), *The Winter's Tale* (Royal Shakespeare Company), *Dial M For Murder* (UK tour),

Sweet Bird Of Youth (Old Vic), *The Great Game* (Tricycle, NYC and US tour) and *The King's Speech* (Wyndham's Theatre). His previous TV roles include *Criminal Justice*, *Law And Order* and *A Touch Of Frost*.

Akrill began his career as a dancer and has worked with companies including Scottish Ballet, Northern



Ballet and Hannover State Ballet.

His theatre credits include *Dr Dee* (Manchester International Festival) and *Waiting For Godot* (Munich). He has appeared on screen in *Joe Wright's Anna Karenina*, *Muppets Most Wanted* and ITV's *Mr Selfridge*.

Momoh has recently appeared on stage at the National Theatre in

From Morning To Midnight and Sir Nicholas Hytner's critically-acclaimed production of *Othello*. His other stage credits include *Palm, Wine And Stout* (UK tour) and *The Bay* (Young Vic). Momoh has also appeared on screen in *Holby City*, *Doctors* and *Travel Express*.

Reprising his role for 2014, King composed and performed the score for the 2013 production at Regent's Park Open Air Theatre.

King has composed music for television, film and theatre and has released two albums.

Many of his tracks have been played on BBC Radio 2 by such names as Bob Harris, Steve Lamacq and Alex Lester, as well as on regional BBC stations.

■ ***To Kill A Mockingbird*** is at The Marlowe Theatre from Tuesday to Saturday, September 16-20, with performances at 7.30pm and matinees at 1.30pm (Wednesday and Thursday) and 2.30pm (Saturday). Tickets, priced from £19 to £34.50, are from the box office on 01227 787787 or at marlowetheatre.com. There will be a British Sign Language-interpreted performance at 7.30pm on the Thursday.

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Win tickets to Leeds Castle's Medieval Festival

THE Royal Armouries and Leeds Castle are bringing history to life this month by staging a magnificent nine-day Medieval Festival in the beautiful castle grounds.

The festival runs from Saturday, August 23, to Sunday, August 31, and you can be there for free courtesy of our competition.

We have five family tickets up for grabs, each allowing entry for two adults and three children.

There are endless sights and sounds to discover and at the heart of festivities is an exceptional collection of armour that belonged to King Henry VIII, The Tonlet Armour and The Horned Helmet, which will be on display in the castle until Sunday, September 21.

Leeds Castle visitors will experience life as it was in the Middle Ages with a different programme of inspiring activities each day, ranging from the Royal Armouries' Knight School, Princess School, a 15th-century-style Longbow Archery Tournament, Skill-at-Arms demonstrations by jousting knights and Infantry Skirmishes.

Twice-daily falconry shows, a medieval market and living history re enactment camps will allow visitors to embrace the sights and sounds of this colourful era for Leeds Castle's flagship event of the year.

The return to a glorious past will



culminate in a thrilling Grand Tournament of authentic jousts and a real-life unplanned mêlée on Saturday and Sunday, August 30-31, in a thrilling special ticketed event.

For more information on The Medieval Festival presented by The Royal Armouries and Leeds Castle, visit themedievalfestival.leeds-castle.com.

Until November 2, the Exhibition Centre will host the Henry VIII and the Royal Armour Workshops Exhibition examining the world of Tudor armour and armour making techniques, with highlights from the Royal Armouries collection.

Shortly after Henry VIII came to the throne in 1509, he established a royal armour workshop in the Palace

of Greenwich, bringing armourers from abroad to make armour of the highest quality for his court.

Evening Open Air Cinema screenings will allow visitors to enjoy picnics under the stars while being entertained by Medieval-inspired films choosing from Robin Hood: Prince of Thieves on Sunday, August 24, or The Princess Bride on Wednesday, August 27. Tickets are priced at £12 for adults and £8 for children.

Highlights include:

- Special Guest Appearance from Mike the Knight: Tuesday, August 26;

- Arms and Armour Talks: Wednesday, August 27;

- 'Herstory' day. Talks by women, about women of the Tudor age: Thursday, August 28;

- Evening with Best-selling Historian Alison Weir at Leeds



Castle: Thursday, August 28 (event price including dinner: £40 per person; accommodation £140 per room);

- Medieval Banquet in the Fairfax Hall: Friday, August 29 (evening price £59 per person; accommodation £140 per room);

- The Grand Tournament: Saturday and Sunday, August 30-31 (tickets £24 per adult, £21 per concessions, £16 per child);

To be in with a chance of winning, simply answer this question:

■ When did Henry VIII come to the throne?

- a) 2009
- b) 1989
- c) 1509

To enter, simply text KOS followed by MEDIEVAL and your answer then your first name, surname address

and postcode to 80058, eg KOS MEDIEVAL C JOHN SMITH 2 THE STREET, TOWN, DV2 2GT.

Texts cost 50p plus your standard network rate. Winners will be selected from all correct entries.

The promoter's decision is final. The tickets will only be valid from August 23-29.

Usual terms and conditions apply for full details, visit www.kentnews.co.uk.

Please note if you should enter after the closing deadline of Wednesday, August 13, 2014, your entry will not be valid but you still may be charged. SMS services are provided by BBA Digital Helpline telephone 0844 3572403.

Alternatively, enter by post to Leeds Castle Medieval Festival Competition, Archant KOS Media, Kent House, 81 Station Road, Ashford, Kent TN23 1PP, including your name, address, postcode and contact telephone number.

Leeds Castle is near Maidstone just off junction 8 of the M20. Royal Armouries is one of Britain's oldest public museums and home to one of the finest collections of arms and armour in the world. It has sites at HM Tower of London, Leeds and Fort Nelson in Hampshire.

For more information on the Medieval Festival, visit www.leeds-castle.com/events.

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BROADSTAIRS FOLK WEEK

August 8-15, 2014

The place for all good family folk to come and enjoy craic-ing time

ANYONE with even a passing fancy of folk music will be in Broadstairs for its annual week-long festival.

The event features dozens of acts from around the UK, including Seth Lakeman, Peter Knight's Gigsanner, Bella Hardy and The Midnight Watch and Dick Gaughan.

It is estimated that the festival injects some £2.3 million into the local economy.

The organisers say the week will be jam-packed with more than 500 events, including song, music and, of course, dance all around the town.

Creating an amazing atmosphere, there will also be workshops and other facilities.

Anyone wanting to stay the week from afar can use the campsite set up to cater for the thousands of folk fans expected.

This is a mere 15-minute walk from the centre of the town and the heart of Folk Week. It has showers, toilets and on-site catering. Other attractions during the week will be the Panic Circus, children's teatime events, country dancing and late-night entertainment for festival-ticket-holders. The Social Dance programme is expected to be popular.

A ticket for an adult camping all week is

£243, right down to £32 for a one-day adult ticket without camping; under-sevens go free.

Regular fixtures are, as ever, the Hobby Horse Club at the bandstand, the dances and shows at the Pavilion, the sailing club's Face The Music event, the children's programme, workshops and, of course, plenty of music, including some at the campsite.

Among the venues is the Charles Dickens school, which has a dedicated court dance hall and is the hub of the festival.

The Pavilion is fully licensed and invitingly on the sands overlooking the harbour. Festival-goers can get some snacks and meals throughout the days here.

The organisers promise good disabled access and toilets.

Dancing is from 10am to 1am with Ceilidhs, Cajun, Zydeco and other contemporary stars.

A 600-seat concert marquee is going up in Pierremont Park right in the middle of town and just a few minutes from the campsite.

There are plans to stage major concerts here every day, including many of the festival headliners. And don't forget the beer tent is nearby.

Over at Sarah Thorne Theatre, ideal for those more intimate acts, there is also plenty to see

and hear, plus more refreshments.

The Crampton Museum is where some of the workshops will be held and you can take the opportunity to explore the exhibits, which are strong on the transport side.

The sailing club will play host to a different Kent folk club on a daily basis with singers and musicians, including the famed Tom and Barbara Brown Singaround.

An event called Face The Music is being staged there and at which the public can talk to some of the stars.

Of course, the town's bandstand will be fully utilised, as will Queen's Road Baptist Centre for more workshops, acoustic sets and places to keep the children interested.

The festival runs from August 8-15.


Anyone not already a Friend of Folk Week and would like to become one can join up for £20 for a single annual membership, or for a couple it's £30.

The organisers recommend that anyone wanting to see particular acts should book in advance.

For details on the running order, with some 70 events a day to see and enjoy, and for more information, visit www.broadstairsfolkweek.org.uk/at-a-glance.htm.



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Bluebird Care develops *24 hr live-in care*



Looking after an elderly relative is a challenge most of us face at some stage, but now there is a service that offers independent living in one's own home

Bluebird Care is challenging conventional thinking about later-life care with its new 24/7 Live-in Care service where personal assistants live around the clock in the homes of vulnerable customers.

As Christine Robinson of Bluebird Care, who co-ordinates the service, explains: "Live-in Care provides a bridge between the time when independent living can be achieved with assistance from visiting carers and the time when residential care is unavoidable.

"We have had several customers from our day-visit service who have trialled Live-in Care as an alternative to residential care and have made the trial permanent.

The costs are similar but the advantages of staying home and maintaining local social networks can make live-in care an attractive option. The local Bluebird Care office provides the staff for the supervision process and also the back-office resources necessary to comply with employment regulation.

With places in top-quality residential care in short supply, many families are thinking hard about how their senior members can be helped to remain in their own homes – which is what most of them want. Bluebird Care may just have the solution that works for your family.



Joan's Story

Joan has lived in her own home since she was 14, has always been independent and likes her routine. A few years ago she was admitted to hospital and upon her discharge was told that she needed help. She went into various nursing homes before deciding she wanted to move back home.

Joan says 'The people in these homes had dementia, so I didn't fit in and was having to wait for people to help me with my personal care. I had to eat the food they cooked and no one really had the time to keep me company. I really wanted to come home!'

Joan's Social Services case manager gave her a list of companies who offered care at home to choose from. After interviewing with three different companies, she chose Bluebird Care as they were the nearest and the friendliest.

Joan adds, 'I met with Graz in my own home and she was very pleasant and efficient and put the service into place very quickly. I've had carers from different backgrounds and of different ages and we've adjusted very quickly to each other and they know my routine.

'I find it really beneficial having live-in carers – I have the upper hand in my own home and I'm still independent. I get one-to-one care and everyone looks after my needs. At this stage in my life that's very important to me.'

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Let youngsters keep eye on the ball at KRSC



THE King's Rochester Sports Centre (KRSC, formerly The Stirling Centre) has been owned and managed by King's Rochester School since October 2012.

The centre was acquired and refurbished at a cost of £500,000, not only to provide top sporting facilities for King's pupils but also – and very importantly – to provide the local community with some of the best and most affordable leisure and sporting amenities in the area.

As a 'dual-use' centre, facilities cater for all dry-side sports, recreational activities, private functions and conference hire.

Throughout the summer KRSC is offering summer-holiday activity sessions as well as tennis camps on our brand-new LTA-approved tennis courts.

Our Multi Sports Activity Programme is available to children aged six to 15 from now until Friday, August 29. These daily sessions are

filled with fun, sporty and creative activities to keep your children entertained all through the break.

Our tennis camps are available to everyone from the age of five.

Sign up for either our four- or five-day camps and receive coaching from LTA Level 4 tennis coach Marc Phillips.

KRSC tennis camps run throughout the summer holidays and there are also pay-and-play sessions at the weekends.



Stunning views, great grub and even somewhere for the little ones... it must be The Captain Digby

LOCATED on the cliff overlooking Kingsgate Bay, The Captain Digby provides some of the most stunning coastal views in Kent.

This really is the ideal venue for the whole family this bank holiday weekend, boasting indoor and outdoor children's play areas, a cosy traditional bar and ample seating in the large restaurant area.

If the sunshine shows its face, then enjoy your food or drinks right on

the cliff-top in the outside-seating area and enjoy the views and revel in the summer in style.

Literally a stone's throw from the beach, why not make a day of it, enjoy the (hopefully!) glorious weather and sit back and enjoy the freshly-prepared home food and vast range of beers and wines available?

The two large play areas will keep the kids entertained for hours while

you sample some light bites, the ever-popular traditional fish and chips, or, if you are really hungry, the Shipmates Double Burger.

With a separate extensive menu for children, The Captain Digby really does provide something for everyone and is a must-visit during this most fantastic of seasons.

Booking is advisable on 01843 867764, or, if you're in a rush, book online at www.captaindigby.co.uk.

The Captain Digby

Located on the cliff top overlooking Kingsgate Bay, is the Captain Digby restaurant and pub. Our award winning restaurant is perfect for couples and families alike and is one of Thanet's most popular places to dine all year round.

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Summer Holiday 2014

ACTIVITIES & TENNIS CAMPS



HOLIDAY ACTIVITIES

Take away some of the pressure this summer and let us entertain your child at our Summer Holiday Activity sessions. Our fully supervised sessions are full of fun-packed sporting and creative activities designed to keep your child occupied throughout the day. We have four different time slots available, giving you the opportunity to choose a session that suits your hectic schedule.

Activity Dates: 28th July - 29th August 2014 (Mon-Fri) Age Group: 6 - 15 years old

Available Times:

Daytime Sessions	10am - 4pm	£14.00
All Day Sessions (Inc. breakfast & dinner)	8am - 6pm	£17.50
Morning Sessions (Inc. breakfast)	8am - 12.30pm	£11.00
Afternoon Sessions (Inc. dinner)	1.30pm - 6pm	£12.00

*Day Admissions apply for non-members

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• Mini Green Camps ages 10 years	£33.75	(1.5 hours)
• Junior Camps ages 11+ years	£33.75	(1.5 hours)

*Day Admissions apply for non-members

Alternatively, if you can't commit to one of our camps, join our Pay & Play sessions being held every weekend throughout the holidays - these sessions also include our LTA coach.



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Top attraction full of surprises no matter how many times you visit

WINGHAM Wildlife Park has been the county's top attraction for the past three years during the Kent Big Weekend, setting new ticket application records for the event every year.

"We feel really lucky the people of Kent back us year on year and we want them to come back to see what has changed," said Tony Binskin, the park's managing director.

His wife Jackie added: "We have visitors who come every few months and can't believe there is something new each time they're here – something we hope to continue."

In the few months leading up to the summer holidays more changes have happened at the park and the staff are keen to show these improvements to the public.

New animals have been integrated, including the only tamanduas and sloths in Kent.

However, it is not only new species that have been added to the collection, as Tony explained.

"We have had some very special births at the park this year, including the only white porcupine in the



LAZY DAYS: Wingham Wildlife Park possesses the only sloths in Kent

county, as well as the only smooth-coated otters, which are partly unrelated to the rest of the European individuals," he said.

Having sourced a male otter from Vietnam, this was the first to enter the country that was unrelated to the original animals imported from Cambodia, adding some much-needed genetic diversity.

An incredible seven babies were born (the average is two to four); however, sadly one of the babies was very weak and the adults are now nursing six healthy and active pups.

"These guys grow up quick and are getting very active, so we hope people will take the summer holidays as a chance to see these rare little beauties," Jackie said.

As well as the new additions, as with every year there are baby ring-tailed lemurs and penguins to see over the coming weeks.

A final improvement to the park is the completion of the new entrance building, which also holds extra catering facilities and a new gift shop.

Tony concluded: "The new building is beautiful and very modern, bringing the face of our park in line with the changes that are happening inside the park."



ARRIVALS: The park boasts a new entrance... and some cute baby otters



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ENJOY THIS SUMMER HOLIDAY WITH BABY OTTERS AND KENT'S ONLY SLOTHS ! WITH OVER 200 SPECIES NO OTHER KENT ZOO OFFERS MORE

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WE ARE ON THE A257 BETWEEN CANTERBURY & SANDWICH, CT3 1JL - 01227 720836



Summertime fun time

How to make the very best of the sunniest season of all...

Hassle-free getaways... at the drop of a hat

C Rye in Sussex, is pure beach heaven as it is situated opposite seven miles of stunning beaches and dunes.

The park boasts four heated indoor swimming pools and a spacious decked area where you can enjoy a drink while the kids have fun in the adventure playground.

From days in the sun to fabulous evening shows, there's always something to do at Camber Sands.

The kids will love Sparky's Krew Club, while there's plenty for the older ones at the Showbar, with shows and cabaret to games and competitions.

At Camber Sands Holiday Park we have a range of accommodation to make your stay as enjoyable as possible.

All our caravan holiday homes are fully equipped and available in five



grades, plus we have chalet and bungalow accommodation available.

You can also enjoy an earlier check-in when you book Silver, Gold, Gold Plus or Platinum.

If you love the great outdoors, then our touring or camping pitches could be perfect for you.

Whichever you choose, you can enjoy free gas and electricity, plus free use of all the site's facilities and entertainment.

CARAVANS FOR SALE

OUR new 2014 models have free double-glazing and central-heating, and now free 2014 standard pitch fees, too.

Take advantage of these unbeatable savings – book a VIP visit and start looking forward to a leisurely and fun-filled time in your own holiday home – all at the drop of a hat.

PART-EXCHANGE YOUR TOURER

RIGHT now, if you trade in your tourer for a static caravan, we'll give you at least £1,500* part-exchange.

This fantastic limited-time offer is available at any Park Resorts Park.

The caravan park doesn't have to accept touring holidays in order for us to accept your tourer in part-exchange towards a static caravan purchase.

All our parks would welcome your tourer in part-exchange. So don't delay – just pick your favourite park and arrange a free appraisal.

As part of this, you are welcome to enjoy one night* in a cosy static caravan to really experience comfy holiday-home living.

*Terms and conditions apply

■ **Contact Camber Sands Holiday Park, New Lydd Road, Camber, near Rye, East Sussex TN31 7RT, or phone Malcolm on 07817 322420.**



Crafty hands make great work

DREAMSHAPES crafts was opened in 2009 by mum-of-four Sam Daniels, initially as a venue for children's craft parties.

But it soon became apparent there was a big demand for general craft activities.

With our youngest customer being just two weeks old, leaving a beautiful footprint on a mug for Father's Day, and our oldest – well, we probably shouldn't say how old our oldest was – but he painted some wonderful

Christmas baubles – there really is something for all ages.

Our parties are extremely popular, with some children having had several with us. However, we now offer pre-school classes, after-school clubs, craft evenings, school visits and a great range of holiday activities.

This summer's workshops include glass-painting, mosaics, clay-modelling, rock-modelling and more. Phone Sam on 01303 813314 for a timetable of events.

7 Miles Of Beautiful Sandy Beaches...
...It's Probably The Best Park In East Sussex

Prices to own your own holiday home from as little as **£1,200 deposit & £188 per month or £9,995** for a 3 bedroom, 8 berth!

Finance is also guaranteed (subject to status and deposit), holiday homes are all inclusive of site fees, connections and safety checks, all ready to move in...

Why not come and have a visit for yourself? Make a day of it, have a bite to eat, enjoy the stunning beach or go swimming with the kids!



**NEW
12 MONTH
SEASON**

**£6,400
CASH PRICE**
with the whole of 2014 site fees paid
Why wait until the summer when it's cheaper now

Camber Sands Holiday Park, Park Resorts

Ever Thought Of Owning A Caravan To Use Whenever You Wanted?

Or Just A Quiet Break To Get Away?

e mail

Malcolm.Foran@park-resorts.com
or call Malcolm direct on 07817322420
for your VIP Pass or to find out more

www.park-resorts.com

**Camber Sands Holiday Park,
New Lydd Road, Camber,
Near Rye, East Sussex
TN31 7RT**

Summertime fun time

How to make the very best of the sunniest season of all...



Full steam ahead for the holidays

LOOKING for something unusual to do this summer holiday?

Sittingbourne's steam railway will be open on Wednesdays (hourly 1pm-4pm) and Sundays (hourly 11am-4pm) through August.

With picnic areas, a wildlife garden, shop and café, there's plenty to see and do.

Find out about the exciting plans to Sort Out Sittingbourne and how you can help.

Ivor the Engine returns to Kemsley Down on Sunday and Monday, August 24-25, for bank-holiday fun. Ivor-related gifts, books and DVDs will be available from the shop.

Visit www.sklr.net or phone 01795 424899 for information.

Give your budding star the perfect break

STAGECOACH is the largest UK network of part-time performing-arts schools for four- to 18-year-olds.

Our summer workshops are open to non-Stagecoach students; you don't need any previous experience – a smile will do just fine!

We offer a fun-packed week in the summer holidays packed with dance, singing and drama.

Each day students will work towards a performance on the Saturday for family and friends, learning from West End performers.

It's a great opportunity to gain new skills and make some new friends.

The workshops run from Tuesday to Saturday, August 26-30.

When I Grow Up is for seven- to 16-year-olds and is based on Matilda. It is priced at £160 (siblings £90).

Young Performers is for four- to seven-year-olds and based on Annie. It is priced at £100 (siblings £80).

Both workshops will be held in our usual venue, North School, Essella Road, Ashford TN24 8AL. Visit www.stagecoach.co.uk for details.



Park then ride at Buckmore

THIS summer, why not take your child to Buckmore Park Karting, at the top of Bluebell Hill near Chatham, the very place where Formula One champions Lewis Hamilton and Jenson Button honed their skills as youngsters?

Buckmore has a variety of circuits for Turn up'n'Drive karting for ages four-plus (including adults).

Don't miss out on the family days on Sunday, August 10, and Bank Holiday Monday, August 25.

For those children who are more serious about turning their dreams into reality, the circuit offers structured lessons for both six- and seven-year-olds as well as those aged eight to 15.

For a day-by-day diary of events, or more for more information, visit www.buckmore4kids.co.uk or phone 01634 661612.



Trip around imposing building could prove an enlightening experience for young minds

THE Old Lighthouse at Dungeness, a Grade II building listed in 1992 by Shepway District Council, has celebrated its centenary.

Having taken three years to build, it was officially opened by His Royal Highness the Prince of Wales in 1904 and, after surviving two world wars, was decommissioned in 1960.

For 56 years it provided a

welcome landlight to vessels negotiating the perils of the English Channel.

It features in historian Nikolaus Pevsner's famous Buildings of Kent.

This imposing structure is almost 46 metres high to the top of the weather vane, 11m in diameter and constructed of engineering bricks with sandstone inner walls.

More than three million

bricks were used to build the lighthouse, while internally there is a series of mezzanine floors made of slate and supported by steel beams and massive rivets.

■ The Old Lighthouse, Dungeness, Romney Marsh TN29 9NB (phone/fax 01797 321300, wedding enquiries 01303 230921, email info@dungenesslighthouse.com)



The Old Lighthouse Dungeness

Family Ticket: £10 for 2 adults and up to 4 children (under 16) Under 5's go free. Open daily during school summer holidays (10.30am - last entry 4.30pm).

- Climb the tower for panoramic views over The English Channel & countryside
- View the Great Lens and the Sector Light
- Learn how a lighthouse works and about the men who used to operate it
- Reward yourself or your family with a certificate of a successful ascent



www.dungenesslighthouse.com Dungeness, Romney Marsh, Kent TN29 9NB T: 01797 321 300



Stagecoach Theatre Arts SUMMER SCHOOLS

A week long of performing arts fun, where everyone has a chance to shine!

26th - 30th August

5 days of Acting, Singing and Dance

Ages 7-18 10am to 3.00pm

Learn from West End performers!

Performance based on Matilda! £160.00 (£90 siblings £50 deposit)

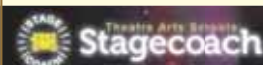
Young Performers

5 Days of Acting, Singing and Dance

Ages 4-7 years 9.30 to 12.30

Learn from West End Performers!

Performance based on Annie! £100.00 (£80 siblings £50 deposit)



Stagecoach Ashford, The North School, Essella Road, Ashford

tel: 01233 611696

web: www.stagecoach.co.uk/ashford | email: ashford@stagecoach.co.uk



Sittingbourne's Steam Railway

SOS - Help us Sort Out Sittingbourne - <http://www.sklr.net/about-us/donate-support/>



Trains will be running on Sundays and Wednesdays throughout August, departing Sittingbourne Viaduct hourly 1-4pm also 11am and 12pm on Sundays.

Ivor the Engine Weekend

Sunday/Monday 24/25th August

Trains hourly 11am-4pm for Ivor the Engine fun at Kemsley Down

www.sklr.net info@sklr.net 01795 424899

[@SandKLR](http://www.facebook.com/groups/SandKLR)

Sat. Nav. use: ME10 2XD Reg. Charity No. 1057079

WW1 Family Activities

Activity Times: 10.30am-3.30pm (Mon-Fri)



This summer at the Royal Engineers Museum, join us for a range of family activities

5th - 8th August
Special delivery!

12th - 15th August

Surveying and communication

19th - 22nd August

Ready, Aim!

26th - 29th August

Fieldwork



www.re-museum.co.uk

Summertime fun time

How to make the very best of the sunniest season of all...



Romney Sands... the perfect home from home

SITTING opposite one of Kent's finest sandy beaches and close to the wildlife-filled Romney Marsh, Romney Sands Holiday Park promises a memorable holiday experience.

Splash around in the fantastic indoor pool or watch the kids burn off energy in the adventure playground. There's even a fishing lake, so bring your rod!

Later on, swing by the Southbeach Club to be dazzled by our sensational lively entertainment programme.

We also have static caravans for sale at Romney Sands from just

£8,995*, so you can holiday at your favourite park time and time again.

Romney Sands Holiday Park is located in a beautiful part of the Garden of England, with the famous Romney, Hythe and Dymchurch Railway close by.

What's more, you are only 10 metres away from glorious sandy beaches.

Romney Sands has a fully-stocked fishing lake, as well as two heated indoor pools and a full entertainment programme for kids and adults throughout its 10-month season – especially for owners.

The Adventure Playground will keep the young ones busy, while adults can relax with a drink in the Tavern Pub & Diner or in the Southbeach Club at the holiday park.

There is also a fully-refurbished crazy-golf course on site – a great activity for all the family.

There is a great selection of caravans from £8,995* at Romney Sands, with something to suit all budgets and tastes.

ACCOMMODATION

At Romney Sands Holiday Park we have a wide range of accommodation

available to make your stay as comfortable and enjoyable as possible.

All of our caravan holiday homes are fully equipped and available in five grades – we also have Silver Apartments available.

We make your beds up ready for your arrival – whichever grade you choose.

Plus, you can enjoy an earlier check-in when you book Silver, Gold or Platinum.

Whichever accommodation you choose, you can enjoy free gas and electricity, plus free use of all the

facilities and entertainment at Romney Sands Holiday Park

ENTERTAINMENT

FROM days in the sunshine with Sparky's Krew Club to fabulous evening shows, there's always something to do at Romney Sands.

The kids will love Sparky and his Krew and there's plenty on offer for the older ones and adults, too, with everything from shows and cabaret to games and competitions.

■ Romney Sands Holiday Park, The Parade, New Romney TN28 8RN (phone 0843 309 2569)



at Romney Sands Holiday Park

AMAZING SUMMER DEALS ON CARAVAN HOLIDAY HOMES*

PLUS! PAY NO MORE PITCH FEES UNTIL 2016!*



Stellar Daybreak

2011 model - 35x12 - 2 Bedroom

was £36,073 NOW £26,253*



Atlas Concept 2

2007 model - 39x12 - 2 Bedroom

was £51,802 NOW £34,995*



Atlas Florida

2004 model - 35x12 - 3 Bedroom

was £18,852 NOW £17,580*

11 MONTH OWNER SEASON*

Call Leroy direct on **07913 513104** or e mail leroy.griggs@park-resorts.com or visit: www.park-resorts.com/own-romney

Romney Sands Holiday Park, The Parade, Greatstone, New Romney, Kent, TN28 8RN



* Blue Cross Sale offer is only available to new Park Resorts customers who complete and pay in full within 7 days by 31st August 2014. Discounts are applicable to the caravan only, vary between caravan models and by Park Resorts parks and are available on selected caravans only. Pitch fees for 2014 and 2015 will be included in the sale and the cost may be covered until 2016 by joining the 2014 and 2015 income promise scheme at the point of purchase. Income earned is subject to age, make and model of your caravan and also by making a minimum number of weeks available for letting. This offer cannot be used with any other offer and can be amended or withdrawn at any time. Subject to availability. * Owners can holiday as often as they like within their specified holiday season and pitch agreement. Parks are not a permanent residence. Maximum stay of consecutive days applies. Park facilities may not be open for the full duration of the opening season, ask staff for more details.

Summertime fun time

How to make the very best of the sunniest season of all...



Alfresco dining down by the river

EMBANKMENTS restaurant is the only permanently-moored floating restaurant in Kent and is unique in design to the whole of south-east England.

We are on the River Medway behind the grand architecture of Maidstone's Archbishop's Palace, where the turn-of-the-century street lighting creates a warm glow to the quayside.

This experience is carried through as you enter into the restaurant's internal areas with our warm lighting and art-deco-style design and décor.

We have just created a new alfresco sun-deck area where you can relax in the sun while

watching the boats and river wildlife pass by, providing enough space to cater for more than 80 covers outside. Why not pop in for a bite to eat or a drink?

This unique restaurant boasts great food and wine presented through a range of specially-created menus designed to complement each other and provide a dining experience to be savoured for quality and, most importantly in today's climate, value for money.

Our bar area is available for private dining for large groups or as a place where guests can relax and enjoy their drinks... with or without food.

Sun, sea and relaxing all just a drive away

IMAGINE being able to go away for the weekend just because the weather forecast looks good, without having to plan ahead and without worrying about the cost.

Well, with your own caravan or chalet at one of our parks, you could do just that.

You can get away whenever you feel like it – all it will cost you is the petrol you use!

Your luxury static caravan offers many advantages over a cottage, including:

- Best prices in Kent – check out our sales page with models to suit all budgets.
- Low maintenance – you can enjoy

your caravan from the moment you arrive.

- Purpose-built for relaxation – fully furnished, your caravan has all your home comforts as well as beaches and attractions.

Our parks in Leysdown-on-Sea are just five minutes from miles of clean, unspoilt beaches and local amenities... the ideal family getaway.

For more information about our parks and the caravans we have for sale, please do not hesitate to contact us for the best caravan prices around.

■ Warden Bay Road
Leysdown-on-Sea
Sheerness ME12 4NB



Pull in for a truly great time at this rural retreat

THE Anchor & Hope, in the village of Ash, is an independent country pub run and owned by Emma Pearson and Benjamin Eldridge, situated about two miles from Brands Hatch racing circuit and four miles from Bluewater.

Recently refurbished, the pub and restaurant combines a contemporary feel with the beauty of a 16th-century coaching inn.

There is an extensive range of beers, wines and spirits... and three well-kept real ales for those who enjoy a good pint. If you are looking to eat, then there is both a bar menu or a restaurant menu to choose from.

For those who wish to enjoy the sunshine there is a large patio area to the front and side of the pub and a very large garden. There is also plenty of parking, so whatever your

reason – a holiday or day out, a shopping trip to Bluewater, or a visit to Brands Hatch, why don't you pop in? You could even stay the night in one of the pub's en-suite bedrooms.

And rest assured, you'll all always receive a warm welcome at the Anchor & Hope.

■ South Ash Road, Ash TN15 7ER
(phone 01474 872382, email anchor_hope@hotmail.co.uk)



EMBANKMENTS
BAR & RESTAURANT

Embankments is the only permanently moored floating Bar & restaurant in the whole of Kent.

Join us for cold wine, beer or cocktails & BBQ on our new sun deck and floating beer garden listening to chilled music or watching live Sports on 3 large screens & Pedalo boat Hire.

Enjoy freshly prepared Kentish produce in our **Surf "n" Turf Restaurant**
Large choice of fish - shell fish - steaks & Kentish farmed meats.



www.embankments.co.uk ☎ 0800 689 7888
River Medway, Mill street, Rear of The Archbishops Palace, Maidstone, ME15 6YE.



Anchor & Hope
Country Pub & Restaurant

Sunday 24th & Monday 25th August
Family Fun Day
BOUNCY CASTLE, FACE PAINTER, BBQ

South Ash Road, Ash, Kent TN15 7ER
01474 872382 - www.anchorandhope-ash.com
Like us on facebook/anchorandhope2014



Seaview and Warden Bay - Premier Caravan Parks

Imagine being able to go away for the weekend just because the weather forecast looks good, without having to plan ahead and without worrying about the cost? Well, with your own caravan or chalet at one of our parks, you could do just that!

NOW OPEN 10 MONTHS!
Contact Caravan Sales
Holiday Homes from £7,000
Finance Available




Seaview LEYSDOWN-ON-SEA **Warden Bay** LEYSDOWN-ON-SEA

www.seaview-leysdown.co.uk
01795 510275 info@seaview-leysdown.co.uk



Garden centres play host to top circus and its stars

PERFORMING since 1816, the Paulos family with their unique style of entertainment are one of the oldest circus families in the UK.

Circus-lovers in Kent will be pleased to hear that Paulos Americano Circus will be performing at Millbrook Garden Centre, Staplehurst, from August 13-17 and at Millbrook Garden Centre, Gravesend, from August, 20-31, with performances at 2pm and 3.30pm.

Daniel Hume, manager at Millbrook Garden Centre, said: "We're really excited to be able to offer a circus at the garden centre this summer – the family ethos and generations of family performers in Paulos Americano Circus really appeals to us at Millbrook.

"Everyone loves a circus, whether it's bringing back childhood memories

for the adults or a first experience for the little ones and we are sure that our customers will join us as we welcome Paulos Circus to Kent."

With the school holidays in full swing, August can be a tough time to keep the family entertained.

This show promises to create

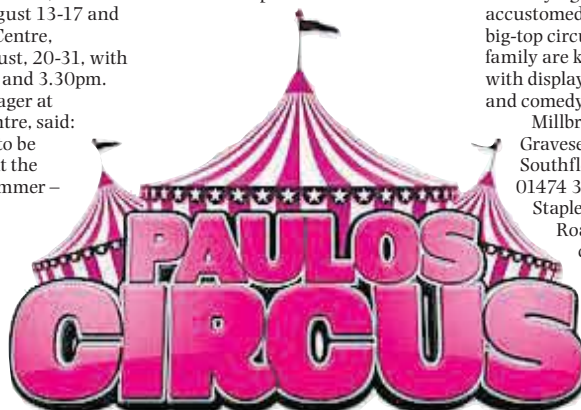
unforgettable circus memories for the entire family young and old alike.

It features clowns, acrobats, aerial silks, magic, wire-walkers, jugglers, unicyclists and many more amazing acts.

Today's generation aren't so accustomed to the magical event of a big-top circus; however, this circus family are keeping the tradition alive with displays of astonishing talent and comedy.

Millbrook Garden Centre Gravesend is in Station Road, Southfleet, and can be called on 01474 331135, while Millbrook Staplehurst is at Staplehurst Road, Marden, and can be contacted on 01622 832299.

Tickets cost just £6 each and can be bought from the garden centres or online at shop.millbrookgc.co.uk.



Roll up, roll up...

Circus fun with...



MILLBROOK STAPLEHURST
13th – 17th August

MILLBROOK GRAVESEND
20th – 31st August

Jugglers

Clowns

PAULOS CIRCUS

Magic

Acrobats

Tickets £6

Don't miss out...
Book in store or online now at:
shop.millbrookgc.co.uk

Millbrook Staplehurst
A229 Staplehurst Rd, Marden,
Tonbridge, Kent TN12 9BT
01622 832299

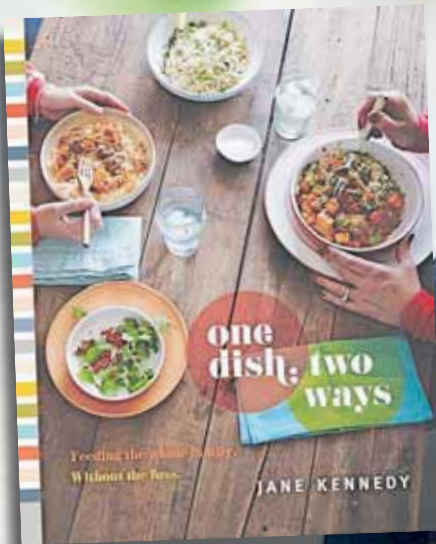
Millbrook Gravesend
Station Road, Southfleet,
Gravesend, Kent DA13 9PA
01474 331135



Millbrook
growing your garden

» For more food and drink articles pick up a copy of this month's

KENT LIFE



Catering for the kids but still pleasing grown-ups

MY name is Jane Kennedy. I cook for seven people. Every night. I have five kids and one husband and even though I love cooking for my family, to be honest, sometimes I find it absolutely painful.

And I know I'm not the only one who thinks it's stressful. It's not so much the cooking bit... it's the coming-up-with-ideas bit that does mine and, as I've discovered, other people's heads in.

It doesn't matter how many kids you have; one, four, 10... I'm bailed up all the time in the supermarket by weary, anxious mums and dads asking me the same question: 'What's the one meal I can cook for kids and for grown-ups?'

It's easy cooking for adults. We love spices and chilli and herbs and zest, and can dress up a piece of chicken or fish or steak in a flash.

But kids don't like spices and chilli and herbs and zest. At least,

Fed up of having to cook one meal for adults and one for her children, **Jane Kennedy** set herself the challenge of making just one meal and then 'jazzing' it up or down...

most kids don't. Not all mine do.

Green bits. Orange bits. Hot bits. Weird bits. These all get a big

“But pretty soon, I realised I needed to shake that frying pan only once a night to keep my sanity”

thumbs-down in my house. And even though you may think they're being ridiculous or dramatic when they say ground black pepper is 'hot', it's 'hot' to them.

So there's no point wrecking an otherwise delicious meal kids would have eaten with a careless

twist of your pepper-grinder.

So how do you feed everyone and keep the meal-peace?

When the kids were very small, I used to cook two shifts of food. However, the banality of a 5.30pm mealtime slot finally led me to cook one dish for them, and one dish for us. We could then enjoy (and look forward to) a peaceful, tasty, meal with a glass of wine at a decent dinner hour. Ah... good times.

But pretty soon I realised I needed to shake that frying pan only once a night to keep my sanity. And I accepted the fact that my entire family should probably eat at the same time, preferably in the same postcode, possibly at the same table.

There was, however, one thing I knew for sure. There was no way I was going to start eating 'plain' food just to keep the kids happy. I refused to 'dumb down' my taste buds.

So I gave myself a challenge. What if I used the same base as a meal for everyone and simply jazzed it up or down?

Serve the base of the meal to the kids unadulterated if you like, but add spices and herbs to the adult version. One dish... two ways?

My book (which, funnily enough, is called *One Dish, Two Ways*) is the result.

■ *One Dish, Two Ways*, by Jane Kennedy, is published by Hardie Grant Books.

Two top courses, one that could do better

81 Beach Street

Location: Deal

By Jamie Weir

It seemed that I had booked my table during the Deal Festival of Music and the Arts. However, the number of customers in the place gave a hint at the culinary delights to come.

81 Beach Street flew out of the starting blocks with its pre-dinner appetiser, serving a sublime take on the classic bread and butter. Salty, aromatic black-olive tapenade was partnered with warm, fluffy bread rolls. My only complaint was that there wasn't quite enough of it!

Sadly, after poring over the menu, my chosen starter of ham-hock ballontine served with caramelised apple purée and a pickled-red-onion salad was unavailable – it would have been helpful to have been made aware of this before I began studying the menu.

However, the waitress tempted me back to the starters by offering up the perfect solution of lamb kofta kebabs,

with tzatziki and pitta bread, accompanied by a seasoned salad. The kebabs were meaty and well spiced, perfectly balanced by the creamy, cooling yoghurt tzatziki. My companion had decided against a starter, electing instead to save herself for a dessert.

As I had decided on red meat for both my starter and main course, I chose the reasonably-priced Montepulciano d'Abruzzo from Italy.

Its peppery, spicy notes complemented the starter of kofta kebabs perfectly and made a fine partner for my rare 8oz fillet steak.

My dining partner chose the vegetarian halloumi and sesame parcel for her main. It was served on a bed of cumin sweet potatoes, with wilted spinach, and a rocket and Parmesan pesto to flavour the dish.

The halloumi had been cooked to perfection, encrusted as it was in a crisp, light pastry. But the real delight of this dish were the cumin-flavoured sweet potatoes. They were a triumphant mix of sweet and savoury tones that were crisp on the outside with soft, fluffy cores.

My fillet steak was also extremely tasty, although I would say that it was cooked more on the medium-

rare side than as I had ordered it. It was served with roasted cherry vine-ripened tomatoes, a watercress salad and chips.

While the chips were nice, they lacked a certain crunch and were, in my opinion, slightly too thickly cut, making them closer in size to wedges. The tomatoes and salad were fairly standard but served to round off the plate.

For dessert, I chose a banana parfait, served with a crunchy peanut-butter cream.

This was where the meal became lack-lustre. While the other courses had all been good, strong performances, this was bland, with little flavour or texture.

My companion also struggled with her pudding – a chocolate-and-beetroot brownie served with crushed hazelnuts and marscapone.

It was far from what a chocolate brownie should be, lacking a decent chocolate flavour and having a texture more akin to a blancmange than a crisp outer shell and soft gooey centre.

The fact that dessert did not fill us with joy was of little consequence as we both had plenty to eat and felt full and satisfied.



While it was not cheap, clocking in at £91.60 for two, it was a good, solid meal that left me wanting little more.

81 Beach Street
81 Beach Street, Deal CT14 6JB
(phone 01304 368136)

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With 17" black twin-spoke alloy wheels, VXR Styling Pack, sports style front seats, sport suspension, air conditioning, cruise control.

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Perrys of Sittingbourne

01795 374205

www.perrys.co.uk/sittingbourne-vauxhall

London Road
Sittingbourne
ME9 9AQ



VAUXHALL

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Motor review not 'watt' I'd expected

IN your recent review of the Renault Zoe EV, while giving a moderately favourable impression of the car, the writer still resorted to the weary petrolhead adage that "most of our electricity comes with fossil-fuelled emissions as baggage", the sort of sweeping comment to be expected from your average ignorant man in the pub – not an informed journalist.

Although currently true as an average across the country, those environmentally aware enough to be considering an EV are more than likely already using a renewable energy-supplier for their home electricity (where most of their charging is likely to take place) and are also likely to have solar panels, thus making it fairly easy to bring personal transport CO2 emissions down to very close to zero.

Regardless, the removal of pollution from noise, not mentioned, and gases from our city centres has to be a good thing.

Andrew Harvey, by email

Crossing wrong option off the list

IN A recent edition KoS article you said one of the three options for a third Thames crossing at Swanscombe had been discounted because of plans for Paramount Park.

To me this makes no sense at all.

A crossing at one side of the proposed development, with access to the park and the new Ebbsfleet development would surely be an advantage to all concerned, especially since there is already an access to Ebbsfleet that would only need upgrading.

I am not a civil engineer, but to me this makes more sense.

IF Austin, by email

Local issues lost in political analysis

YOUR analysis of key political battlegrounds at the forthcoming General Election (KoS, last week) was made without reference to some key local issues.

In the local press recently we have read 'Labour candidate comes under fire – party stalwarts feel prospective MP has no chance' and 'Why – for the first time – a Labour activist won't be voting'.

So what's the problem? It seems Clair Hawkins was selected from an all-women short-list and despite being

LETTER OF THE WEEK



Just money-grabbing in anyone's language

HOW many people would challenge a speeding offence?

The thought of going to court to prove your innocence would be pretty daunting.

How would you know that all the right set-up procedures for the speed gun had been done correctly or that it was not another vehicle that had been 'zapped'.

The police will not even supply you any photographic evidence (if there is any) to show you, or was all speed-limit signage legal and in place?

The thought of questioning trained police solicitors, experts from the speed-detection equipment suppliers and so on, even if you hired your own solicitor... everything would be against you getting an impartial hearing.

That's not forgetting the huge costs involved, ruling it out for 99 per cent of the population, and if

you lose the case you will have to pay huge costs as well.

So how would you like to do this in a foreign court, in a language you cannot speak, in an 'alien' justice system combined with a labyrinth of laws as complicated as ours, hundreds or thousands of miles from home? (KoS, last week).

The police, local mayors and councils wanting a bit of extra cash will target 'foreign' vehicles safe in the knowledge that what they say will never be challenged.

Yet this is what Tispol, the European traffic police and British police are demanding.

French police already hover around the main routes to the Channel ports.

Depending in what country you are in, if all these 'foreigners' speeding is so dangerous, why is it not reflected in accident figures?

Terry Hudson, Whitstable

local is perceived by some as imposed and possibly not the best choice.

So with friends like these, who needs enemies? Another factor is whether the present, recently-promoted MP, is doing a good job.

Martin Tapsell, Deal

I predict Ukip to hold key to power

I MUST congratulate last week's editorial on the political candidates running for east Kent in next year's

General Election.

As someone who predicted the 2010 election results 99 per cent accurately four months before the event, may I offer my comments, as you invite?

You rightly say the big factor this time is Ukip.

Almost five million voters put their thumbs on the Ukip button in May's local and European elections... so wake up, everyone!

These voters were not misled by the racist claims of opposition parties but saw the issues as mass

immigration causing a population explosion, with major problems for housing, schools, hospitals and so on and also a loss of sovereignty.

I predict that Ukip will win 20 to 40 seats.

Therefore the Tories' only chance of continuing in government is to do a deal with Nigel Farage, sharing what I think will be 60 marginals, thus leading to a coalition.

The cornerstone of this obvious alliance would presumably be an immediate referendum.

This would lead to us departing Europe, following the example of Scotland in September where SNP leader Alex Salmond plans to be president in five years' time.

However, the Lib Dems are heading for a cliff led by a man with a loud voice but no real vision. Labour will struggle into second place.

Finally, Ukip will take Dover and Thanet South regardless, Labour may just win Gillingham and Rainham, while the Tories will hang on to Shepway – but only with a Ukip deal.

Major F Jenkins (RA retired)
Dover

Nice to have you back home, Iain

YOUR analysis of the prospects for Ukip in May 2015 focused on east rather than west Kent, where their bandwagon seems to have stalled of late in local elections.

In Maidstone and The Weald, for example, the Lib Dems snatched a council seat in Staplehurst from the napping Tories and also pushed Ukip firmly into third place despite a high-profile visit to the village from Nigel Farage.

It was also notable that in the May borough council elections, Ukip failed to gain any seats in Tunbridge Wells despite their bullish predictions.

Iain Dale is also wrong in wishfully thinking that the Lib Dem vote will collapse, as shown by the latest result in Staplehurst, and the May local elections in central Maidstone, where we gained a seat, and the village of Marden, where we almost won from way behind before.

Here Lib Dem Jasper Gerard should easily replace Tory Helen Green as the next MP.

Mr Dale is still licking his wounds, I think, from his resounding defeat by the Lib Dems of his bid to become a Tory MP in north Norfolk, whereafter he hot-footed it back to the home comforts of Pembury.

Fortunately we still have him as a political pundit, blogger and newspaper-reviewer, even if his forecasts are not always right.

Dr Alan Bullion, Tunbridge Wells

KOS 10 GUIDING PRINCIPLES

AS part of our commitment to providing the best service to you, we have produced our 10 guiding principles which tie in with our parent company Archant's overall mission statement.

Archant's mission statement is: "We bring together motivated buyers and sellers through the creation of unique and compelling content and community expertise." This is summed up in the strapline 'Inspiring Communities'.

The way KoS will create our unique and compelling content is to follow these 10 principles: **Kent on Sunday will:**

- 1) Be available in every postcode in Kent.
- 2) Be fair, accurate and balanced.
- 3) Be written in clear, concise English.
- 4) Not be overly sensational.
- 5) Have a sense of humour.
- 6) Have an easily understood division between

news, comment and advertising.

- 7) Seek to celebrate as well as constructively criticise.
- 8) Highlight topical issues of concern to people living in the county.
- 9) Spotlight individual cases which raise broader concerns.
- 10) Champion causes that it feels are important to the well-being of the county and its people.



Chestfield

by **Xu Wang**
from **Canterbury**

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By Steve Loader
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Preview

Nissan Juke

Price:	£13,420
Driving appeal:	★★★★
Image:	★★★★
Space:	★★★★
Value:	★★★★
Running costs:	★★★★
How green?:	★★★★
Best rival:	Alfa Romeo MiTo

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KENT LIFE

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PUGNACIOUS: Nissan has followed the success of rivals MINI and the Fiat 500 in giving the Juke free rein to customisation, just adding to its appeal

Never mind those looks, the Juke boxes clever

Nissan's 'bulldog' crossover gets a new lease of life after four successful years as the market's favourite 'Marmite motor'

NO car polarises opinion more than the Nissan Juke, but there is no doubting its success for the brand and the UK – it is produced at Nissan's busy Sunderland plant and has been a major motor export.

The Juke was designed as a junior partner to the hugely popular Qashqai, launched in 2007 and credited with creating the crossover sector – part people-carrier, part SUV and part family hatch.

But when the Juke arrived in 2010, it was clear that success had gone to the heads of Nissan's designers; the car looked like a bulldog and, while the sloping rear roof may have given it a racy air, it ate into rear headroom badly.

But a flood of buyers loved it for all that, with its high driving position and choice of front-wheel-drive and 4x4 adding to the attraction.

Nissan also launched a hot version, the Nismo in 2012, to bring a halo to the line-up with its 197bhp 1.6-litre turbo engine.

And Nissan has now given a midlife facelift to its 'enfant terrible' to make it even funkier. New lights front and back add to the pugnacious

stance, while a sportier cabin addresses thoughts that the interior never quite matched the impact of the exterior.

With one eye on the success of those retro rivals, the MINI and Fiat 500, Nissan has also given free rein to customisation, with some particularly sharp-looking alloys in the mix.

Look out for the Eclipse Pack, which brings 17-inch alloys, race stripes, NissanConnect sat-nav and a suspension set-up allowing different modes for different conditions.

Priced from a competitive £13,420, the level of standard kit is generous anyway: the line-up opens with the 93bhp non-turbo 1.6-litre petrol Visia model, and this comes with 16-inch alloys, air-con, CD system with aux-in connection for MP3-players, front and rear electric windows, tyre-pressure-monitoring system and daytime running lights.

On a practical note, Nissan has extracted a much-needed 40 per cent increase in luggage capacity on front-wheel-drive-only versions of the Juke; just as well, really, because the major failing of the design is the modest cabin dimensions and that poor rear headroom, but at least it is

a better load-lugger this time round.

Those who must have all-wheel-drive miss out here, though, and choice is also limited to the top two trim levels, Acenta Premium and Tekna, and starting with the turbocharged 187bhp 1.6-litre petrol DIG-T Acenta Premium 4WD X-tronic (£20,220).

Those happy to stick with front-wheel-drive have more to check out, especially as Nissan has thrown a new turbocharged 113bhp 1.2-litre DIG-T option into the powertrain mix.

This actually makes sense as it's lively yet economical if you don't abuse the boost and costs £1,400 less than the equivalent diesel.

If you don't expect to do many miles, then you'll never get the diesel's extra outlay back in fuel savings, though the Renault-derived 108bhp 1.5dCi unit is a real gem.

On the other hand, the 1.6 DIG-T delivers 0-62mph in just eight seconds for front-driven versions – maybe too much temptation for some Juke fans.

And for those who simply prefer to take more time or have to deal with cut-and-thrust urban driving or heavy traffic a lot, there is also a CVT auto option across the line-up.

Other view...

the Petrolhead

The Juke's styling makes it a Marmite motor – you either love it or hate it – and I'm afraid I remain in the latter camp.

She says

It's too ugly and the rear space is poor for a car its size. I couldn't consider it alongside a MINI or Fiat 500.

the Eco-warrior

Not a bad range of engines for mixing power and economy, but the car's bulk is great in relation to cabin space.



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Peugeot's upmarket march given boot in right direction

Much more than just a spin-off, the classy new 308 SW estate shows how French car-maker Peugeot fancies its chances against the German premium brands, writes **Steve Loader**

WE know actions speak louder than words, but we also know how the motor industry can waffle rather than deliver deeds.

However, Peugeot chiefs say they plan to take the French mainstream brand upmarket.

And I believe them. That's not just because Peugeot's interiors have gone premium in recent new models, and it has the magnificent RCZ coupé as a halo car, or that it has joined Toyota and Honda in promoting hybrid cars. And it's not even because the dinky new Peugeot 108 city car is a vast improvement over its 107 predecessor.

No, it's because of the boot on the newly-launched 308 SW and, even then, not just because it's massive for a family-hatchback-class estate: 660 litres of boot space below the parcel cover, plus 1,660 litres with the rear seats folded completely flat.

The actual clincher is the boot carpet... no, really.

Peugeot has used the same sort of stuff you find on premium cars, so it's smart and complements any expensive luggage set.

What it's not is that clingy, fibrous rubbish that non-premium brands use; the sort of poor man's Velcro that attracts sawdust, dog hairs and bits of this and that, and then binds itself to them like superglue so that no amount of brushing, vacuuming or shampooing will remove them.

When I realised all this, I stood back and admired the 308 SW with fresh eyes even though I already knew it was based on the 308 hatchback, Europe's current Car of the Year.

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SPACE-INVADER: Peugeot has given the 308 SW a top-of-the-range boot

Prices for the 308SW start at £16,845 and it upholds a long estate tradition for the French marque, begun by the 403 version of 1958.

Interest in estates has revived lately, too, as some owners step back from MPV/people-carriers in favour of a more conventional driving and handling experience, while others decide that a hatchback or saloon simply cannot accommodate their more active lifestyle.

In any case, Peugeot research shows estate-buyers in the 308's market segment are now younger, more dynamic and more male than in general.

Whoever these 308 SW recruits are, though, they have a good choice of engines: three petrol and five HDi

diesel units, all offering class-leading fuel economy and low CO₂ emissions.

The new 308 range is also the first Peugeot to benefit from a clever three-cylinder turbocharged petrol engine, the PureTech 1.2-litre e-THP with a choice of 110 or 130bhp – the latter is tested here.

Forget old prejudices against clunky 'three-pot' motors, the 308 SW sounds refined and feels punchier than is suggested by the claimed 0-62mph in 12.1 seconds.

It also fits well with the test car's top-of-the-range Feline trim, which really does feel like a premium motor, with its slightly retro-style leather seats adding a touch of class to go with the high-quality cabin and clean styling of the 308 dashboard.

Peugeot 308 SW Feline e-THP 130

Price:	£22,095
Driving appeal:	★★★★
Image:	★★★★
Space:	★★★★
Value:	★★★★
Running costs:	★★★★
Reliability:	★★★★
How green?:	★★★★
Road tax:	£30 (zero year one)
Best rival:	SEAT Leon ST

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Skyactiv Mazda2

MAZDA has unveiled the last of its mainstream cars to get the Japanese marque's energy, weight and emission-saving Skyactiv technologies suite.

It's the Mazda2 supermini – the Demio in some markets – and possibly the best example yet of Mazda's 'Kodo – Soul of Motion' design executions, too.

It arrives in late 2014 or early 2015 and will be offered with an all-new 1.5 diesel or 1.5 petrol unit with various outputs.



Fabia looks sharp

SKODA also has a new Fabia supermini due, though it will be a bit longer before we see it on the road.

For now, the buoyant VW-owned Czech marque has released a sketch of how it might look.

Even allowing for artistic licence often shown at this stage of a new car's gestation, the next Fabia looks lower and sharper; quite different from the current car's relatively high, pseudo-MPV stance.



Smart gets bigger

SMART also has news at the smaller end of the market.

After failing to create a range of cars to complement its successful two-seater ForTwo city car, the Mercedes-Benz sister brand is having another go with a new ForFour model.

Using an extension of the ForTwo's rear-engine format, the new four-seater is far more compact than its conventional predecessor.

Both new-generation Smarts are due here later this year

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Registrations continue to motor on upwards path

...but industry watchdog warns sales growth and exports ready to stabilise

NEW-CAR sales continue to signal recovery and confidence in the UK economy.

Following up on a near -11 per cent surge in registrations during 2013, the motor trade has just posted its best half-year total since 2005 – a 10.6 per cent rise against last year, worth almost 1.3 million cars.

But the SMMT – the UK motor industry's mouthpiece – admits this soaring trend cannot be sustained, so total year-on-year growth by the end of 2014 is expected to be about 2.4 million cars, or just over 6 per cent.

SMMT chief executive Mike Hawes said: "Key to attracting consumers is the ever-improving efficiency of new cars, an important factor that is highlighted by the 51.3 per cent increase in alternatively-fuelled vehicle registrations so far this year.

"The overall market has risen faster than we were expecting but, after a bumper March, growth is showing signs of stabilising around our forecast level."

Lest anyone think rising registrations are sucking in too many imported cars and fuelling another classic British boom'n'bust scenario, it is also worth noting the UK's status as a major car-producer and exporter is also climbing.

Car output here rose 3.1 per cent in 2013 to exceed 1.5 million units – the highest volume since 2007 – and a record two million is expected by 2017.

The UK has also now overtaken France to become Europe's third-largest car producer, after the Germans at number one, then Spain.

Though motorists are adopting alternative-fuel cars in greater numbers, these still represent a tiny percentage of overall registrations; the real growth is from switching or downsizing to more fuel-efficient conventional cars, in partnership with lower CO2 emissions that can slash or even remove road tax.

Manufacturers have also pegged car prices over recent years and offered low-rate finance, incentives such as maintenance plans and preferential insurance and advantageous PCP (personal contract plan) schemes that help motorists work out exactly what their monthly motoring budget will be.

And many would-be buyers have realised that buying a more frugal new car is a morale-boosting way to use savings currently earning little interest in the bank.



MORALE-BOOSTERS: From top, Skoda's Octavia vRS offers affordable power, Renault's nippy Clio is the epitome of French supermini chic, while Hyundai's i30 offers all-round appeal plus a brilliant warranty

NTW

Week ending August 3, 2014 **49**

By Steve Loader
editorial@kosmedia.co.uk

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Before buying a new car...

- **DON'T** accept the first deal on offer – be ready to haggle.
- **DON'T** be afraid to ask for trimmings like a tank of fuel, car mats or further discounts or extras.
- **DON'T** fall for what seems like a big bargain before you even haggle. It could be an unpopular engine or trim combination or a car on 'run-out' where production ceased a while ago – it might be just as thirsty as your old car and depreciate badly.
- **DO** pick a model that saves fuel, insurance, road tax and depreciation – it isn't getting any easier out there.
- **DON'T** be blinded by road-tax-exempt but expensive eco models, though – check price, running costs, green credentials and the savings over your planned mileage versus years of ownership, then compare against the closest standard version. The overall savings on the standard car may surprise you.
- **DON'T** assume that a diesel will save – you usually pay more up front for a diesel versus a petrol model, so you need to cover more miles to claw back that money in fuel economy. And the engines are generally heavier, which means more wear on front tyres and mechanicals. The fuel is also dearer at the pumps, while economy and emissions on small petrol cars have improved and they are often nicer to drive. In short – do your sums.

CHOOSE YOUR MODEL WISELY: Whether it is the advanced Lexus IS300h executive hybrid (top left), stylish Renault Captur crossover (top right) or racy yet practical Volvo V40, check you are getting the best version for your needs and pocket

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AYGO x-cite 1.0 VVT-i 5 door manual. Official Fuel Consumption Figures in mpg (l/100km): Urban 56.5 (5.0), Extra Urban 78.5 (3.6), Combined 68.9 (4.1). CO2 Emissions 95g/km. The mpg figures quoted are sourced from official EU-regulated test results. These are provided for comparability purposes and may not reflect your actual driving experience.



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Solutions representative finance example

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Duration	42 months	Option to purchase fee ^ ^	£60.00
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Customer deposit	£2,878.50	Total amount of credit	£6,716.50
Recommended OTR price	£9,595.00	Representative APR	7.8% APR†
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*Offer only applies to ŠKODA Fabia Hatch SE 1.2 12V 69PS with metallic paint and spare wheel only, while stocks last. Prices and specifications are accurate at time of print. Discount only applies to the OTR price of the vehicle. Optional specification cannot be added with this offer. †APR representative Solutions offer available on selected new ŠKODA models with deposits from 0-30% subject to underwriting. Deposit shown may be higher than the minimum; a lower deposit will result in increased monthly payments. ^ Payable with first payment. ^^ Payable with optional final payment. **3 years or 30,000 miles free servicing (whichever comes sooner). Terms and conditions apply. Available when purchased with Solutions personal contract plan from ŠKODA Finance. Available on new retail orders subject to availability before 30 September 2014. Indemnities may be required. Subject to status. Available to over 18s only. Excludes the Channel Islands. ŠKODA Finance, Freeport ŠKODA Finance. Offers may be varied or withdrawn at any time and are not available in conjunction with any other offer. Retail sales only. Participating retailers only. We can introduce you to a limited number of lenders to assist with your purchase, who may pay us for introducing you to them.

Official fuel consumption in mpg (litres/100km) for the Fabia Hatch SE 1.2 12V 69PS: Urban 38.7 (7.3), Extra Urban 62.8 (4.5), Combined 51.4 (5.5). CO₂ emissions for the Fabia Hatch SE 1.2 12V 69PS 128g/km. Standard EU test figures for comparative purposes and may not reflect real driving results.



DOWNSIZERS' FAVOURITES: The Fiat 500 (pictured below) oozes Italian retro charm and the Chrysler Ypsilon's styling (above left) is quite different, while Skoda's Citigo (right) is a top city car

SMALL talk dominates conversations about what car to buy next – the supermini/city-car sector is booming.

Two key factors are driving it: downsizing in response to soaring motoring costs and the attractions of customisation, making your small motor stand apart from the many others.

Fuel, insurance, greater environmental awareness and punitive taxes on larger cars have all played their part in turning us away from the typical family car, once epitomized by those ubiquitous

Small now walks tall

Fords, the Cortina, Sierra and Mondeo, and squeezing us into family hatchbacks first, and now superminis.

The supermini, and even smaller city car, account for 40 per cent of new-car sales, followed by family hatchbacks, with some 25 per cent of registrations.



It might not be long, though, before family hatchbacks are under threat, too, from the new kid on the block, the crossover.

As the name implies, this straddles several sectors by being part family hatch, part MPV (multi-purpose vehicle) or people-carrier and part SUV (sports utility vehicle) and is highlighted by cars like the

Hyundai ix35, Renault Captur and Peugeot 3008.

No one is saying this burgeoning sector will catch the supermini/city car, though, which packs so much into a small package.

Even the commonality of the two-box supermini shape – dictated by the need for compact on-road dimensions – can be addressed by ever-more imaginative customisation.

This might be a roof of a different colour, pattern or decal such as a flag, or it could be special wheels, bespoke door-mirrors or a wild paint job – superminis don't have to look alike.

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i10
Personal Contract Purchase Representative Example

i10 S 1.0		Cash Price of Vehicle	£8,595	Duration of Agreement	24 months
24 Monthly Payments Of	£99	Total Amount of Credit	£6,252.89	Representative APR %	5.9%*
Customer Deposit	£2,342.11	Interest Charges	£645.61	Fixed Interest Rate % p.a.	3.04%
Total Deposit	£2,342.11	Total Amount Payable	£9,240.61	Excess Mileage Charge Per Mile	14.9p
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Fuel consumption in MPG (l/100km) for Hyundai i10 S 1.0: Urban 47.1 (6.0), Extra Urban 70.6 (4.0), Combined 60.1 (4.7), CO₂ Emissions 108 g/km. Fuel consumption: figures shown are based on official EU test figures. These are to be used as a guide for comparative purposes and may not reflect all driving results.

*You will own the vehicle when all payments are made. Model shown: i10 S 1.0 at £8,595 OTR in solid paint at no extra cost. On the road (OTR) price shown includes customer saving discount where applicable, VAT where applicable, delivery, vehicle first registration fee, number plates and 12 months' Road Fund Licence. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Terms and conditions apply. Finance subject to status. Applicants must be 18 or over. Guarantees/Indemnities may be required. Hyundai Motor Finance RH1 1SR. We can introduce you to a limited number of carefully selected finance providers. We may receive a commission from them for the introduction. All offers, finance and savings are subject to availability and are only available to private retail customers on new cars purchased and registered in the UK (excluding Channel Islands or Isle of Man), between 3rd July and 30th September 2014, inclusive, sourced through Hyundai Motor UK Ltd or its authorised dealers. Offers are not available for customers under the Hyundai Affinity Programme. † 5 Year Warranty terms and exclusions apply. Please see www.hyundai.co.uk or ask your local Dealer.

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Vehicles are shown for illustration purposes only.

**LUXURY MPV:** Vauxhall's stylish Zafira Tourer people-carrier**LEADER:** Toyota's RAV4 founded the SUV sector 25 years ago**MIX-UP:** Renault blends SUV and MPV with the Scenic XMOD

...but if you need a little more space

SUPERMINIS may rule the UK car market, but what if you need more space for the family or a car better suited to a more active or sporty lifestyle?

That's where the SUV (sports utility vehicle) and MPV (multi-purpose vehicle) come in.

Rough, tough 4x4 styling inspired

the SUV, but drivers now realise they probably won't need the full off-road capacity, plus all the complexity and weight, so this type is increasingly available in frugal front-wheel-drive-only form.

The MPV's one-box style and height evolved from the need to carry the maximum number of people and their luggage – a sort of posh

minibus for which the term 'people-carrier' was quickly coined.

The usual five or seven seats are also installed with flexibility in mind so that they can be folded in any combination or even left flat, turning the MPV into a useful van.

Manufacturers then realised they could marry both types and add a

dash of family hatchback driveability and compactness to create the crossover.

But not everyone is convinced by these newcomers, so there has also been a revival of the estate car, not that it's often referred to so humbly – sports tourer, ST and other variations are more likely.

This is because modern estates

are expected to say more about your active living. Indeed, many are described as 'lifestyle estates', where looks are often given priority over load-carrying prowess.

Nevertheless, an estate is still a superior carrier to an equivalent hatchback and some versions even have a higher ground clearance and 4x4 for limited off-roading.

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WWW.MOTORLINE.CO.UK/DACIA

The official fuel consumption figures in mpg (l/100km) for the Dacia Duster range are: Urban 27.2 (10.4)-49.6 (5.7); Extra Urban 40.3 (7)-61.4 (4.6); Combined 35.3 (8)-56.5 (5). The official CO₂ emissions are 185-130g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO₂ may vary according to driving styles, road conditions and other factors.

*Prices shown include delivery to dealer, number plates, 20% VAT, 12-month Government road fund licence and £55 first registration fee. Prices shown are Manufacturer's Recommended Retail Prices. Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Subject to status. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding the Isle of Man and Channel Islands). Terms and conditions apply. Our dealership introduces customers to a limited number of financial providers including RCI Financial Services Ltd.

**3 years 0% APR representative offer is available on the Dacia Duster range with 30% deposit. Offers cannot be used with other schemes or finance offers. Offers are available on featured new vehicles when ordered and registered by 30 September 2014.

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48 monthly payments of	£159	Total amount of credit	£10,705	Total amount payable	£15,378
Customer deposit	£990	Finance facility fee	£99	Duration	49 m
Cash price	£13,195	Optional final payment	£5008	Fixed interest rate p.a.	6.12%
Dealer deposit contribution	£1500	Option to purchase fee	£149	6.9% APR representative	



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The official fuel consumption figures in mpg (l/100km) for the cars shown (excluding ZOE) are: Urban 40.4 (7)–47 (6); Extra Urban 60.1 (4.7)–64.02 (4.4); Combined 51.4 (5.5)–56.49 (5). The official CO₂ emissions are 127–115g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO₂ may vary with driving styles, road conditions and other factors. Renault ZOE CO₂ while driving: 0, mpg: n/a.

*£2750 deposit contribution is available to new Renault Finance customers when taking Renault Finance on a new Renault ZOE (excluding ZOE Expression). £1500 deposit contribution is available to new Renault Finance customers when taking Renault Finance on a new Renault Clio (excluding Clio Expression and Renaultsport). £1000 deposit contribution is available to new Renault Finance customers when taking Renault Finance on a new Renault Captur.

**If you purchase your new Renault on Renault Selections, you will be eligible to receive a £500 contribution from Renault towards the purchase of your next new Renault vehicle. The contribution voucher will be available to download six months after the commencement date of your Renault Selections contract.

†Renault ZOE offer includes the UK government's plug-in car grant (PICG). ZOE monthly payment of £174 set out above includes a credit repayment of £129 per month and a separate mandatory battery hire repayment of £45 per month, based on 750 miles per calendar quarter, excess miles 30p per mile including VAT. Minimum duration 12 months. You will not own the battery. Visit renault.co.uk/zoe for full terms and conditions.

Offers cannot be used with other schemes or finance offers and are available on specified new vehicles when ordered and registered by 30 September 2014. Clio shown has optional metallic paint, available at an additional £595. Captur shown has optional i.d. metallic paint at £495 and painted roof at £399.



Save money... look after your shiny new motor

CAR-OWNERS used to service and maintain their motors as much as possible, but it's now largely left to the professional mechanic – or technician, as garages prefer to call them now.

With modern cars also being far more reliable, this means we have become complacent about car care instead, often ignoring faults and stretching service intervals longer than we ought to, endangering the warranty and provenance of the vehicle when we come to sell – which could cost you money.

So, having bought a new 64-reg car:

- Get it serviced at the correct mileages or annually and ensure the servicing book is stamped up,

although many motor marques have switched to centralised digital records.

- Check the warranty to ensure there are no possible pitfalls that might endanger the guarantee.
- Act on recalls from the manufacturer, even if they don't relate specifically to safety – it will help maintain the car's warranty and future saleability.
- An MOT certificate does not guarantee a car's safety and reliability, even if it has just passed. Problems can arise at any time and must be checked as soon as possible.
- Check lights regularly for safety and legality. Get used to 'lighting up' in the garage or when nosed in or backed up to a wall.

- Check tyre tread depths and pressures – including the spare – monthly. Though the legal tread depth is 1.6mm, experts advise replacement at 2mm, especially in winter.
- Keep oil, windscreen-washer, coolant, power-steering and clutch- and brake-fluid levels topped up without over-filling, and make those checks on level ground. Don't wait for warning lights; it could be too late to stop damage or compromise safety.
- Replace wiper-blades. There is no point in keeping the washer full if blades are worn or split. But if the windscreen is covered with bugs and grease, don't expect the washer and wipers to cope – use a spray and elbow grease.



TAKE CARE: Modern cars like Skoda's Yeti (above), Jeep Cherokee or new Mazda3 (left) are more reliable but must still be cared for to retain their value

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IS Series fuel consumption and CO₂ figures: Urban 22.8 – 64.2 (12.4 – 4.4 l/100km), extra-urban 38.7 – 62.8 (7.3 – 4.5 l/100km), combined 30.7 – 65.7 (9.2 – 4.3 l/100km). CO₂ emissions 99 – 213 g/km.



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VAUXHALL

Official Government Test Environmental Data. Fuel consumption figures mpg (litres/100km) and CO₂ emissions (g/km). Vauxhall range (excl. Ampera): Urban: 14.4 (19.6) - 76.3 (3.7), Extra-urban: 27.4 (10.3) - 91.1 (3.1), Combined: 18.0 (15.7) - 85.6 (3.3). CO₂ emissions: 373 - 88g/km.#

On the road prices include number plates, delivery, Vehicle Excise Duty, first registration fee and VAT. Offers available on orders or registrations between 2 July and 1 October 2014 subject to availability and are available to private individuals and small businesses 1-24 (purchase only). Savings shown are against list price at time of publication and include Go Vauxhall exclusive £500 website voucher. All other sales categories are excluded; cannot be used in conjunction with any other offer. Offers may not apply to all retailer stocks. UK-supplied vehicles only. Vauxhall Lifetime Warranty covers lifetime ownership of first registered keeper, 100,000 mile limit. Terms and Conditions apply. For details refer to Vauxhall's current price list. *Biggest dealer group around M25 and Crawley. #Official EU-regulated test data are provided for comparison purposes and actual performance will depend on driving style, road conditions and other non-technical factors.



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Official Government Test Environmental Data. Fuel consumption figures mpg (litres/100km) and CO₂ emissions (g/km). Vauxhall Corsa Excite and Corsa Limited Edition: Urban: 39.2 (7.2) - 64.2 (4.4), Extra-Urban: 62.8 (4.5) - 83.1 (3.4), Combined: 51.4 (5.5) - 74.3 (3.8). CO₂ emissions: 129 - 100g/km.*

Offer subject to stock availability at Go Vauxhall only. Finance subject to status, terms and conditions apply. Offer includes the Go Vauxhall Exclusive Voucher and Vauxhall deposit contribution. To qualify, your part exchange vehicle must have a valid MOT. At the end of the Personal Contract Purchase agreement there are three options: i) Retain the vehicle: Pay the optional final payment to own the vehicle, Corsa Excite £3,695, Corsa Limited Edition £5,111. ii) Return the vehicle, or iii) Replace: Part Exchange the vehicle, where equity is available. *First year insurance offer available on Corsa Excite and Limited Edition models only. All drivers must have held a valid full UK licence for a minimum of 1 year. *Drivers aged 18-20 will make a contribution of £99 to their premium and must agree to the fitting of a telematics box to the car: every 3 months, your policy will be reviewed and if you drive well, we will return part of this to you. The policy may be cancelled for consistently poor driving. Only available through ingenie. See dealer for full insurance terms and conditions. Offer available on orders or registrations between 2 July and 1 October 2014. #Official EU-regulated test data are provided for comparison purposes and actual performance will depend on driving style, road conditions and other non-technical factors.



SAVE EMISSIONS AND CASH: Do your bit for the planet with hybrids like the Lexus CT200h (left) or Toyota Auris Hybrid (below), or downsize to a super city car like the Hyundai i10 (right)

Eco is good for the wallet and the planet

CANNY buyers know that eco motoring also means economical motoring – new motoring technology designed to save the planet has proved to be good for the wallet, too.

Many new models not only help offset ever-rising fuel bills but also lower or remove road-tax bills altogether; tax bandings range from zero for cars with the lowest CO₂ emissions (below 100g/km) right up to £1,065 a year for gas-guzzling limos or 4x4s.

Admittedly, anyone splashing £50,000-£100,000 on a car won't worry about small change like that, but most of us want to save fuel and tax as well as help the environment.

Longer term, electric cars may be the answer, but battery technology must catch up and the emissions argument for electric is misleading.

Until we have zero-emission power stations, electric cars simply transfer

CO₂ and noxious gas output from exhaust pipe to belching chimney.
Production of hydrogen to power



our cars raises a similar dilemma.

Hybrids are an improving alternative: Toyota and Lexus lead here, pairing conventional engines with electric power and batteries.

But conventional internal combustion powertrain running costs and emissions are dropping and efficiency is increasing, too.

Indeed, things are moving so fast that you marvel at what a legislative boot up the backside has forced the car-makers to achieve.

Most of them now have an eco sub brand – Hyundai offers Blue Drive and Skoda has Greenline – but weigh potential long-term savings against the upfront cost; if you don't cover enough miles to make fuel savings offset the eco car's purchase price, conventional alternatives may be better.

Don't ignore petrol cars, either; the higher price of diesels and the fuel at the pumps must be compared with new lively yet small-capacity and low-emission/consumption turbocharged petrol engines.

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The official fuel consumption figures in mpg (l/100km) for the Mazda Range: Urban 25.4 (11.1) - 60.1 (4.7). Extra Urban 45.6 (6.2) - 83.1 (3.4). Combined 35.3 (8.0) - 72.4 (3.9). CO₂ emissions (g/km) 188 - 104.

[illegible]

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**EXCURSIONS
INCLUDED**

This super holiday, taking in the French & Italian Rivas, starts with a glass of Bubbly at St Pancras famous Champagne Bar before an afternoon departure on Eurostar to Lille or Paris. After an overnight stay, we continue by TGV - the French high-speed train - to Nice then to Diano Marina on Italy's Riviera of Flowers, our base for this holiday. Enjoy free drinks every night at the hotel and excursions to Monaco, Eze, Portofino & Dolceacqua.

INCLUDED: Escorted throughout
• Champagne Check-in at London St Pancras
• Return rail travel from St Pancras (from Ebbsfleet on request) to Nice
• 1 night hotel B&B in Paris or Lille
• 6 nights in Diano Marina - half board PLUS free drinks 6pm to 11pm every night
• All excursions
• Transfers abroad



QUOTE: TR/FP5/9-KOS

Free
Drinks

TUSCANY COAST & COUNTRY EXPLORER

Escorted Holiday by Rail
8 days, semi-all-inclusive £899pp
Departs 20 Sept, 2014; 1 May & 20 Sept, 2015

**EXCURSIONS
INCLUDED**

Come with us to incomparable Tuscany. The Tuscan seaside town of Forte dei Marmi has been described as the region's Beverly Hills and here we enjoy free drinks every night at our hotel. We will visit Lucca, Pisa, Florence and Porto Venere - with access to stunning Cinque Terra. There is also the opportunity to visit Portofino.

INCLUDED: Escorted throughout
• Return Eurostar & TGV rail travel London St Pancras to Nice (from Ebbsfleet on request)
• 1 night hotel B&B in or near Nice
• 6 nights in Italy with 6 buffet breakfasts, 6 dinners & Free Drinks from 6pm to 10pm every night
• Excursions & transfers abroad

5-STAR RHINE CHRISTMAS MARKETS RIVER CRUISE



QUOTE: AR12-KOS

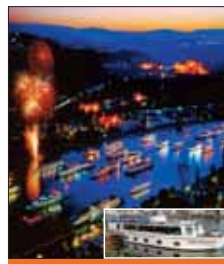
Escorted Rail or Fly Cruise
5 days, all inclusive, from £649pp
Departs 15 December, 2014

FREE DRINKS

Experience the Christmas splendours and stunning scenery along the Rhine on this festive river cruise. The Christmas markets in Strasbourg, Mainz and Mannheim glitter in matchless splendour. The 5-star A-ROSA VIVA plays host for your all-inclusive cruise offering all modern-day comforts combined with lots of space for relaxation and recreation plus an informal, friendly atmosphere.

INCLUDED: Escorted throughout
• Return rail travel from London St Pancras (from Ebbsfleet on request) to Cologne OR return flights from Gatwick - supp't may apply • 4-night all-inclusive cruise on the A-ROSA VIVA sharing an S category cabin - upgrades available • All meals on board • Choose from more than 100 beverages at the bar • City tour of Strasbourg • Entertainment • Transfers in Cologne

RHINE IN FLAMES RIVER CRUISE



QUOTE: RH10-KOS

Escorted Rail or Fly Cruise
5 days, semi-all-inclusive, from £649pp
Departs 2 October, 2014

FREE DRINKS

This fun-packed Rhine cruise passes romantic hilltop castles and vineyards and visits historic riverside towns including Andernach, Rudesheim, Koblenz and Boppard where we see the Rhine in Flames festival. This spectacular pyrotechnics show features an illuminated flotilla of riverboats and curtains of fire bathing the riverbanks in a magical glow. We have chartered the mps Princess exclusively for our guests so you're assured a warm and friendly stay on board.

INCLUDED: Escorted throughout
• Rail travel from London St Pancras to Cologne (from Ebbsfleet on request) or flights with luggage from Gatwick - supp't may apply • 4 nights full-board cruise sharing a twin bed outside cabin - upgrades available • Beer, wine & choice of 2 Dutch spirits served at lunch & dinner and from 6pm to midnight at the bar • Entertainment • Embarkation & departure transfers

PARIS & PRIX DE L'ARC DE TRIOMPHE



QUOTE: PP10-KOS

Escorted Holiday by Rail - afternoon departure
4 days, £369pp
Departs 3 October 2014

**CHAMPAGNE
CHECK-IN**

The Prix de l'Arc de Triomphe is the flagship event of the European flat-racing calendar, attracting the world's finest thoroughbreds. The event is the wealthiest horse race in Europe with €2,000,000 going to the winner. Our break starts with a glass of bubbly at St Pancras' Champagne Bar before taking the Eurostar to Paris. Our Tour Manager will give you a real Parisienne adventure by metro, taking in Longchamps (race entry included), Notre Dame, Eiffel Tower and Sacre Coeur. We also visit the magnificent Chateau de Versailles (entry included) by coach.

INCLUDED: Escorted throughout
• Champagne Check-in at St Pancras
• Return rail travel from St Pancras (from Ebbsfleet on request) to Paris
• 3 nights hotel B&B in Paris
• Excursions and admissions as stated
• Transfers abroad

FERRARI - LIVE THE DREAM IN MARANELLO



QUOTE: FE10/FM3/6/10-KOS

Escorted Holiday by Air from Gatwick
4 days, from £499pp
Departs 16 Oct, 2014; 19 Mar, 25 Jun & 15 Oct, 2015

**OPTION TO
DRIVE A
FERRARI**

Come with us to Maranello in Northern Italy - home to the most famous sports car maker in the world - Ferrari. Our 4-day tour takes in all the sights of Maranello including the Ferrari Museum, Fiorino Test Track, Enzo Ferrari Museum in Modena and more. No trip to Maranello would be complete without taking a Ferrari out for a spin. Test drives are possible at extra cost with options to drive a range of models, including the new California.

INCLUDED: Escorted throughout abroad • 3 nights B&B sharing a twin/double room at the 4-star Maranello Village Hotel • Admissions to: The Ferrari Museum, The Enzo Ferrari Museum PLUS guided bus tour inside the Fiorino test-track proving grounds and Viale Enzo Ferrari • Return Easyjet flights Gatwick to Bologna • Transfers abroad

THREE COUNTRIES AND FOUR CHRISTMAS MARKETS



QUOTE: MX12-KOS

Escorted Holiday by Rail
4 days, from £379pp
Departs 5 December, 2014

**EXCURSIONS
INCLUDED**

Join us for a festive break taking in three countries, each with its own unique Christmas markets - four will be open during our visit. You'll find them festively decorated and loaded with goodies, seasonal gifts and sumptuous delicacies. Valkenburg in Holland has its unique Christmas Market Caves; Maastricht, will have stalls full of bursting with locally-made treats; the German town of Aachen transforms its centre into a paradise of lights and colours; Brussels, the Belgian capital, has Christmas Markets in the Grand Place and the Place St Catherine.

INCLUDED: Escorted throughout
• Return rail travel from London St Pancras to Brussels (from Ebbsfleet on request)
• 3 nights hotel stay near Maastricht
• 3 buffet breakfasts and 2 three-course dinners
• Visits to Brussels, Maastricht, Valkenburg and Aachen
• All transfers abroad

MONACO SUPERCARS, PARIS & THE CÔTE D'AZUR



QUOTE: SM4-KOS

Escorted Holiday by Rail - afternoon departure
6 days, £799pp
Departs 17 April, 2015

**CHAMPAGNE
CHECK-IN**

Come with us to Monaco for a unique gathering of the world's top supercar manufacturers. From Bugatti to McLaren, get up close to these rare breeds in the seaford exhibition venue and on the principality's streets. Combined with a night in Paris, a four night stay in glamorous Cannes and a visit to St Tropez, this tour has all the ingredients for a super Riviera experience.

INCLUDED: Champagne Check-in at London St Pancras • Return Eurostar & TGV rail travel from London St Pancras to Cannes • Overnight bed-and-breakfast stay in Paris • Four night four-star bed-and-breakfast accommodation in Cannes, including dinner on day of arrival • Full day excursion to Monaco with entry to Top Marques Show • Full day excursion to St Tropez and Port Grimaud • Transfers in Paris and Cannes • Experienced Tour Manager throughout • Ferrari driving experience options are available at a supplement

Note: Price of Cruises and/or Holidays by Air subject to cabin and/or flight availability at time of booking - supplement may apply


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Thamesview SCHOOL
with Business and Enterprise Centre
Headteacher: Mr Henry Ingham MA

Hair and Beauty Tutor / Teacher

(Part time Maternity Cover)
3 days a week from September 2014

Number on roll: 740

Type of School: 11- 16 Mixed High School

Salary: Thamesview Unqualified Teacher Scale

Closing date: 29th August 2014, 9.00 am

Interviews: Week Commencing 8th September 2014

Do you want to join an innovative Vocational Team with high aspirations for students? We are seeking to appoint an outstanding practitioner who will work with a committed and inspiring team in raising professional practice and achievement further.

Thamesview is a school where everyone is expected to do their best and rapidly rising examination results reflect this. We benefit from a new school building that provides innovative learning environments and state of the art ICT equipment.






Our ideal candidate will:

- be an enthusiastic and imaginative practitioner, who is passionate about teaching and learning.
- have evidence of student achievement either in an educational institution or industry environment.
- be eager to inspire and motivate students to achieve their potential
- have high aspirations for all students, is passionate about learning and can contribute new and creative ideas to this subject area;
- have a proven track record of achievement

Candidates with teaching/training experience are encouraged to apply, though all experienced industry professionals will be considered. This is an excellent opportunity to develop your teaching skills and to be part of many new initiatives started by our outstanding vocational team. Flexible working hours will be required. We are committed to providing high quality learning experiences for our children and to supporting our staff through excellent CPD opportunities and bespoke leadership pathways.

If you are interested in joining us in our journey towards becoming an outstanding school, please contact our HR Manager on 01474 566552, ext. 1120; alternatively email k.mcgowan@thamesview.kent.sch.uk. Further details and visit information can also be provided.

We are committed to safeguarding and promoting the welfare of students. Appointment to this post will require an Enhanced Disclosure via the Disclosure and Barring Service (formerly Criminal Records Bureau). Thamesview School operates a non-smoking policy



Spencer PRIVATE HOSPITALS

Spencer Private Hospitals are two hospitals situated in East Kent. The larger of the two hospitals is a 22 bed independent hospital situated at the QEOM Hospital in Margate, whilst the second hospital is a 4 bed independent hospital based at the William Harvey Hospital in Ashford. Both hospitals have a reputation for providing excellent medical and surgical facilities supported by Specialist Consultants, Specialist Nurses and Physiotherapists. We have state of the art diagnostic equipment and exceptionally high standards of nursing care. The continuing growth of our business has resulted in vacancy for the following staff:

Clinical Effectiveness Nurse – Margate

Part time Hours: 22.5 per week Closing date: 15/08/2014
Salary: £28,000 pro rata

Qualifications

- Registered Nurse 1st level
- Evidence of continual professional development
- 3 years post registration experience
- Experience in a surgical/medical environment with a knowledge of surgical/medical procedures
- Experience of Clinical audit processes

To discuss this opportunity, or to arrange an informal visit, please contact:
Mary Guarnieri, Ward Manager, on 01843 234252

For a job description and application form please visit
www.spencerprivatehospitals.com/careers

Alternatively, please contact Emily Fraser, HR Assistant
Telephone: 01304 245951

E-mail: emily.fraser@spencerhospitals.com

Spencer Private Hospital is an equal opportunity employer.
This position is subject to a Disclosure and Barring check.





School Cook/Manager

required at Gravesend Primary School.
7.30 – 2.30 Mon to Fri

Cook / Manager

required at St Alban's Infant School in Dartford.

Cook / Manager

required at Cedar Primary School in Strood.

Experience Essential. Term Time Only.

Please contact **Gill Russell**
gill@tcsinfo.co.uk
Or phone on **01474 338739**



THE NEW SCHOOL AT WEST HEATH
SEVENOAKS, Kent TN13 1SR

"Rebuilding lives through education"
Principal & Chief Executive: Mrs Christina Wells (BA Hons.)

SCHOOL CLEANER


The New School at West Heath is a Specialist Independent residential school. We have a vacancy for an experienced Cleaner to join the Cleaning Team.

Working 15 hrs per week – 3pm to 6pm Monday to Friday
There may be opportunities to work extra hours at weekends

Salary is £8.30 per hour

Please contact Laura Christmas on 01732 460553

The successful applicant will be subject to an enhanced DBS check.



Thamesview SCHOOL
with Business and Enterprise Centre
Headteacher: Mr Henry Ingham MA

Data Analyst

Required for a September 2014 start
37 hours a week (full time)
52 weeks a year
KR9 £27,223.00 to £31,135.00 pa

An exciting opportunity has become available to join Thamesview School to support the management and use of the school's data in improving results and enhancing teaching and learning.

Our ideal candidate will have experience or a good working knowledge of SIMS, Excel and other relevant software packages, and the ability to use these to support the school in its drive to improve standards through the provision of prompt and efficient data analysis and the maintenance of effective administrative systems.

The ideal applicant should also have;





- A confident and professional attitude.
- Excellent interpersonal skills.
- Experience of dealing with information of a highly confidential and sensitive nature, and awareness of data protection.
- Experience in running the School Census.
- A high level of IT literacy with good experience of Microsoft packages and SIMS. net database.

If you are interested in finding out more about this opportunity please contact our HR Manager, Kay McGowan on 01474 566552 ext 1120 email k.mcgowan@thamesview.kent.sch.uk for further information.

Closing Date – 29th August 2014

Interviews – w/c 8th September 2014

We are committed to safeguarding and promoting the welfare of students.
Appointment to this post will require an Enhanced Disclosure via the Criminal Records Bureau.
Thamesview School operates a non-smoking policy

Kitchen Assistants Required

Kitchen assistants required weekdays (lunchtime and evening service) and weekends.

The Anchor & Hope is a country pub and restaurant based in the village of Ash (near Sevenoaks). The restaurant sits 40 covers and the bar area the same. The style of food being served is gastro.

The Anchor & Hope was taken over under new management a month ago and already sales of food has increased by almost double.

What we are looking for:

Kitchen assistants to work weekdays and weekends helping the current chef in delivering excellent quality gastro food in a speedy time.

We would like our kitchen assistants to come up with new and exciting gastro dishes which can be used on our daily specials board.

Contact details:
Ben Eldridge and Emma Pearson
Anchor & Hope, South Ash Road,
Ash, Kent TN15 7ER
Tel: 01474 872382
Email: anchor_hope@hotmail.com



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LEGAL AND PUBLIC NOTICES

LICENSING ACT 2003:

Application for Premises Licence

Notice is hereby given that One Pound Lane Ltd has applied to Canterbury City Council for the GRANT of a Premises Licence to operate the following Regulated Activities: Plays, films, live and recorded music and the performance of dance between 08.00 and 02.00hrs from Sunday to Thursday and between 08.00 and 03.00hrs on Friday and Saturday, and the sale of alcohol both on and off the premises, between 10.00 and 02.00hrs from Sunday to Thursday and between 10.00 and 03.00hrs on Friday and Saturday; Late Night Refreshment between 23.00 and 02.30hrs, Sunday to Thursday and between 23.00 and 03.30hrs on Friday and Saturday; with one extra hour at the end of the day on the Sunday of the two May Bank Holidays and the August Bank Holiday. Also, if not a Friday or Saturday, one extra hour at the end of the day on Boxing Day and to celebrate St. George's, St. Andrew's, St. David's, St. Patrick's, St. Valentine's, Halloween and Guy Fawkes. On New Year's Eve: to continue from the end of trading until the beginning of trading on New Year's Day; all at the following premises: One Pound Lane, 1 Pound Lane, Canterbury, Kent CT1 2BZ. A register of licensing applications can be inspected at www.canterbury.gov.uk/licensing or at Council Offices, Military Road, Canterbury, Kent CT1 1YW tel. 01227 862000 by appointment with the Licensing Team between 10am and 4pm Monday to Friday. Any person wishing to submit representations to this application must give notice in writing to the address shown above, giving in detail the grounds of objection by 22/08/2014. The Council will not entertain representations where the writer requests that their identity remains anonymous. Copies of all representations will be included in the papers presented to the Licensing Sub Committee and will therefore pass into the public domain. Representations must relate to one or more of the four Licensing Objectives: the prevention of crime and disorder, public safety, the prevention of public nuisance and the protection of children from harm.

Goods Vehicle Operator's Licence

CLAN INTERNATIONAL TRANSPORT SERVICES LTD of Freight Terminal, Lydden Hill, Lydden, Dover CT15 7JW is applying to change an existing license as follows

To keep an extra 10 goods vehicles and 10 trailers at the operating centre at Freight Terminal, Lydden Hill, Lydden, Dover CT15 7JW

Owners or occupiers of land (including buildings) near the operating centre(s) who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Hillcrest House, 386 Harehills Lane, Leeds, LS9 6NF, stating their reasons, within 21 days of this notice. Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A Guide to Making Representations is available from the Traffic Commissioner's office.

NOTICE OF AN APPLICATION FOR RENEWAL OF A SEX ESTABLISHMENT LICENCE

Ashford Club, First floor, 2-6 High Street, Ashford, Kent, TN24 8TD.

TAKE NOTICE that WKM Leisure Ltd of Ashford Club, First floor, 2-6 High Street, Ashford, Kent, TN24 8TD hereby give notice that we have applied to the Ashford Borough Council under the provisions of the Local Government (Miscellaneous Provisions) Act 1982 to renew a licence to use the premises referred to above as a sexual entertainment venue.

REPRESENTATIONS

Any person who wishes to make representations about the application should make them in writing and send them to the Licensing, Ashford Borough Council, Civic Centre, Tannery Lane, Ashford, Kent TN23 1PL or email licensing@ashford.gov.uk quoting reference LN/02012016. Representations must be received by **15 August 2014**

PUBLIC NOTICE - Application for Variation of Premises Licence

I Bayram Ali Kanik hereby give notice that I have made an application to the Maidstone Borough Council, King Street, Maidstone, Kent ME15 6JQ to vary the premises licence in respect of the premises situate at 54, Gabriels Hill, Maidstone, Kent ME15 6JJ and known by the sign of Britannic Fish Bar

1. To extend the hours for provision of late night refreshment on Fridays to Saturdays by one hour from 23.00 -04.00 to 23.00 - 05.00

2. To extend the hours for provision of late night refreshment on Saturdays to Sunday by one hour from 23.00 -04.00 to 23.00 - 05.00

3. To extend the hours for provision of late night refreshment on Christmas Eve and New Year's Eve by one hour from 23.00 -04.00 to 23.00 - 05.00

The application can be viewed at the offices of the Licensing Authority, Maidstone Borough Council, Maidstone House King Street, Maidstone, Kent ME15 6JQ between 9.00 a.m. and 4.00 p.m - Monday to Friday (except public holidays) or www.sevenoaks.gov.uk

Any representations against this application must be made in writing and received by the Licensing Service at the above address, by no later than 26th August 2014

Representations and businesses in the vicinity of the premises, or their representatives, may make representations on licensing objectives grounds only i.e. **the prevention of crime and disorder, the prevention of public nuisance, public safety and the protection of children from harm.** Copies of all representations will be sent to the applicant. It is an offence knowingly or recklessly to make a false statement in connection with an application and the maximum fine for which a person is liable on summary conviction for the offence is £5,000.

Stephen Thomas LAW,
8, Grassmere, Leybourne, Kent ME19 5QP
Authorised Agents for and on behalf of the applicant

PLANNING



THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2010

The following applications have been submitted for consideration by the Council:

Y14/0783/SH* - 7 Palmbeach Avenue Hythe Kent CT21 6NH - Outline application for the erection of a dwelling (Resubmission of Y13/0885/SH).

Y14/0829/SH* - The Fishermans Landing Beach Range Road Hythe Kent - Section 73 Minor Material Amendment to condition 2 of Y11/0284/SH (Redevelopment of former gas works site following demolition of existing fishmongers and huts to provide a mixed use development of 60 dwellings, 9 commercial and recreational huts and conversion of two former lifeboat stations including change of use from assembly and leisure (Class D2) to fishmongers) to allow for alterations to and enlargement of blocks A, B and F.

Y14/0818/SH* - Land Adjoining Wakefield Walk Allotment Gardens Lucys Walk Hythe Kent - Pollard to a height of 6 metres of a Poplar tree situated within a conservation area

Y14/0820/SH* - 13 North Road Hythe Kent CT21 5DS - Felling of a Copper Beech tree situated within a conservation area

Y14/0824/SH - 34 Radnor Cliff Folkestone Kent CT20 2JL - Felling of a Monterey Cypress tree situated within a conservation area

Y14/0817/SH* - Mulberry House Lions Road New Romney Kent TN28 8HA - Felling of a Mulberry tree situated within a conservation area

Any representations should be made in writing to the Head of Planning, Shepway District Council, Civic Centre, Castle Hill Avenue, Folkestone, Kent, CT20 2QY or emailed to planning@shepway.gov.uk. Comments should be made in writing within 21 days from the date of publication. It should be noted that any representations received will be made available for public inspection.

Some applications can be viewed at other locations in addition to the Civic Centre, Folkestone. The applications are marked as follows:

- The One Stop Shop, Magpies, Church Approach, New Romney

+ - Hythe Town Council Offices, Stade Street, Hythe

Applications can be viewed and comments made online at <http://searchplanapps.shepway.gov.uk/online-applications/>.

The applications marked (*) do not accord with the provisions of the development plan in force in the area in which the land to which the application relates is situated.

C Lewis, Head of Planning
Shepway District Council



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Recalling the 'dead-eyed' precision of Pluckley's Olympic pistol champ



TOP SHOT: Walter Winans lived in Pluckley and won the Olympic pistol-shooting gold in 1908 and silver in 1912

Sport shooting in this country is often ignored by the press and success usually goes unnoticed by the public. Here guns expert **John Atkins** recalls the exploits of a former pistol champion from the county.

SINCE the 1930s, Great Britain has picked up more Olympic golds in rifle- and pistol-shooting than in any other discipline.

This country's success in shooting meets very poor media coverage, so the sportsmen and women who gain honours only rarely become known to the public.

Did you know, for instance, that at one time duelling with pistols was an Olympic sport?

Either way, I think it's about time that we put the spotlight on the achievements of our shooting stars.

I am going to start in the early days, leading to modern times in future articles.

And there is no better place to begin than with the first world and Olympic revolver-shooting champion, who lived in Kent.

Handgun-shooting competitions in the 19th and 20th centuries combined accuracy and speed – this was possible through the invention of the modern centre-fire cartridge.

This is where the bullet, charge of powder and ignition system are all in one container that fits into the breech of the weapon.

Prior to this, the powder and shot where poured down the barrel from the muzzle end and the lead ball rammed down on to the charge in good old Davy Crockett-style.

The invention of the first centre-fire cartridge, as such, has been attributed to a Frenchman named Pottet of Paris in 1861. There have been many other claims, but they are not worth mentioning here.

The new cartridge made it possible to get consistency of performance helped by precision factory-loading of powder and bullet, giving rise to a new breed of six-shot revolvers.

The most famous was the 1873 Samuel Colt SA .45 Peacemaker of Western fame.

Used by every cowboy appearing on the silver screen, in truth it became popular on the frontier because it was mass-produced and parts were interchangeable, a real asset when the nearest gunsmith could be hundreds of miles away.

At the same time in Britain the Webley .455 double-action revolver was more popular and adopted by the British Army for use in the First and Second World Wars as an officer's side arm.

The earliest 'real' exponent and unsung hero of the new cartridge-loading revolvers was not Wyatt Earp, or even Wild Bill Hickock, but a quiet artist named Walter Winans (1852-1920), who was a resident from the age of 18 in the Kent village of Pluckley... he certainly lived up to his name!

Unfortunately, records do not show an actual address and presumably his house has since been demolished.

He came from a wealthy Russian family and migrated here after receiving American citizenship. He never lived in the US, much preferring the Garden of England, as it was rightly known in those days.

He worked as an artist and sculptured many works that were highly

regarded by his contemporaries. His shooting abilities also enjoyed a strong reputation and he was an all-round shot, having shooting rights over many square miles of land.

His scores at this country's premier shooting site of Bisley made him an acknowledged world champion for pistol-shooting at rapid-fire targets, as was the order of the day, to emulate the battle conditions of close-quarters fighting.

During the international competitions of 1895-6 at Bisley, Winans represented the North London Rifle Club at pistol-shooting and achieved extraordinary records that lasted until 1909.

He used a standard military 1870 Smith and Wesson .44 Russian model revolver.

The competitions run by the National Rifle Association at Bisley were all timed. The targets were mobile, advancing, retreating and twisting and shots were made with split-second timing at 20 yards' range.

Winans went on to represent the UK in the 1908 Olympics, winning a gold medal, and then in 1912 he took silver.

His ultimate accolade was having the 30-metre pistol range at Bisley named after him.

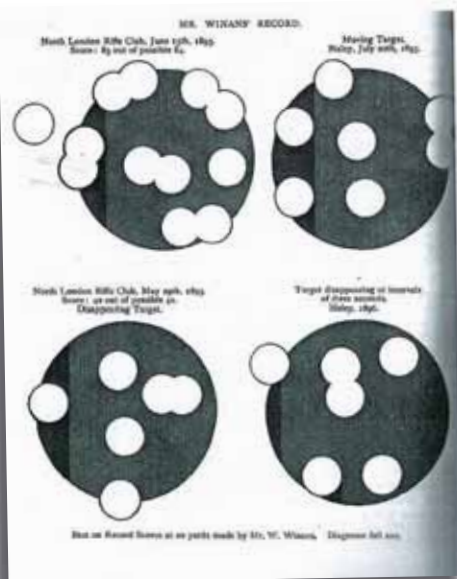
He died in a nursing home in Essex after a life devoted to shooting, having published nine successful books on the art of revolver-shooting.

I wonder how many people reading this had ever heard of him.

Acknowledgement: WW Greeners

THE GREAT MAN'S SCORES:

Walter Winans and some of his pistol results





CHEQUERED WEEKEND: Raoul Owens's weekend at Spa-Francorchamps featured both highs and lows

Racer Raul left frustrated by bad luck in Belgium

PEMBURY racer Raoul Owens's double bad luck at Spa-Francorchamps last weekend – incidents in both rounds eight and nine of the Formula Renault 2.0 Northern European Cup – cost him good finishes at the Belgian track.

Quick from the outset during free practice on the Thursday, the Mark Burdett Motorsport driver was fourth-fastest in the first session and inside the top eight during the second run to carry a lot of confidence into the all-important qualifying sessions.

Continuing his terrific form, Owens qualified with the fourth-fastest time for round eight, having posted a best time of two minutes and 19.853 seconds, but post-session he was dropped back to seventh on the grid for race one on the Friday due to a perceived yellow-flag indiscretion.

Despite making a good start, contact from Callan O'Keefe at the Bus Stop Chicane at the end of lap one dropped Owens down to the middle of the pack, but the Pembury 19-year-old was determined to mount a strong recovery and finished the race less than a couple of seconds shy of the top 10.

He then displayed his intent by setting the fastest first sector on lap

three and proceeded to carve his way back through the order.

Owens set a best lap of two minutes and 1.472 seconds, which was on a par with a podium performance.

Frustratingly, his quickest times were faster than those set by eventual podium finishers Ben Barnicoat and Louis Deletraz.

For round nine on the Saturday, Owens started the encounter from the sixth row of the grid and he sliced his way through to ninth on the opening lap.

His progress was halted by an early safety-car period, but when the action resumed at the beginning of lap five he set about chasing compatriot Seb Morris.

After passing Morris at La Source on lap six, Morris looked for a way back past on the run out of Eau Rouge towards Les Combes but, as the pair went into the braking area side by side, contact led to an instant retirement for Owens, who ended up in the tyre barriers.

"We had the potential to take some very good points – the results don't reflect that, but our pace was great and for me personally I made some good steps forward," said Owens.

"I decided to take more of a lead on set-up this weekend and it



worked well. The end results are frustrating, but I'm confident we can carry this forward to Assen and be competitive there.

"The contact from O'Keefe in race one was frustrating as the car felt great and we showed the pace we had by coming back through so well.

"In race two I made some places pretty quickly and I was annoyed to see the safety car as I'd pulled a five-second gap behind me.

"We didn't get what we should have from the races, but the pace is definitely there."

After nine rounds, Owens is provisionally placed in 15th position with 70 points.

Mystery of sacked Margate cricketer

MYSTERY surrounds the reasons behind a Kent cricketer being sacked by Yorkshire County Cricket Club, who cited only "unprofessional actions".

Oliver Robinson, from Margate, joined the Headingley-based club last year, but a short statement released on Wednesday read:

"The Yorkshire County Cricket Club have today announced that Oliver Robinson's contract has been terminated with immediate effect due to a number of unprofessional actions. No further comment will be made by the club."

The pace bowler is the son of Sandra, the partner of the England assistant coach, Sandwich-born Paul Farbrace.

Known as Farbie, the wicketkeeper and right-handed batsman represented Kent between 1987 and 1989.

We contacted him during a lunch break at the England Test match against India at the Ageas Bowl, Southampton, but he refused to comment, referring us to Yorkshire.

Robinson, 20, showed promise at the Yorkshire club, but it is not yet known what his alleged unprofessional actions were.

The apparent disciplinary breaches are clearly regarded as serious.

One of his sponsors, Dr Philip Dunn, from Whitby, who pays £180 a year to support Robinson's training and playing, was shocked.

Asked if he had heard about the sacking, he told us: "Yes I did. I have just seen it on the website.

"I have no idea whatsoever what in fact has happened.

"I was at the ground at Headingley yesterday [Tuesday] and didn't pick any vibes up whatsoever.

"This has shocked both [wife] Ka-

thryn and myself, to be honest, because he was doing so well with the second 11 and also the T20 games he played in.

"The only thing I would expect from the club at this stage would be, as his sponsor, for them to write to say that the contact has been terminated."

Robinson had played seven games in this year's NatWest T20 Blast.

Local reports said he was often used to bowl at the death and took six wickets at a rate of 27, including a brace in the Roses match at Old Trafford.

Robinson played three List A fixtures for Yorkshire last summer but did not take a wicket.

Dr Dunn said: "I don't know why this has happened – I wish I did. We are saddened by the news, obviously."

Robinson, educated at The King's School, Canterbury, is a right-hand batsman and bowler who made his county debut in a match between Leicestershire and Yorkshire in August last year.

He signed his junior professional terms with Yorkshire ahead of 2014, having done enough to impress the club's hierarchy in first- and second-team cricket during the summer of 2013, say local reports.

Robinson grew up in Margate and progressed through the Kent system before making a good impression with Leicestershire's second XI in the early stages of the 2013 season.

He then secured a trial with Yorkshire and had opportunities in the first team during the latter stages of their Yorkshire Bank 40 campaign, playing three matches.

A spokesman at the club refused to say why Robinson was let go.

Gemili wins 100m silver and looks to Europeans

DARTFORD sprinter Adam Gemili won his first senior international medal when he took silver in the 100 metres at the Commonwealth Games in Glasgow on Monday.

He ran a time of 10.10 seconds, a time bettered only by Kemar Bailey-Cole, of Jamaica, who finished in 10 seconds flat.

Gemili has concentrated for much of his season on the 200m but elected to focus on the 100m in Glasgow, a decision vindicated fully by his result.

Responding to fantastic support from the capacity 44,000 crowd, Gemili started the race well but was overhauled by the long-legged Bailey-Cole, who trains with double 100m champion Usain Bolt.

Gemili told the BBC: "My first time representing England, I'm so happy. That's something I'm never going to forget in my life.

"It's not about times, it's about position. The times will eventually come."

"This is just a stepping-stone for the European Championships and then the Olympics in Rio."

Another Dartford sportsman, shot-putter Scott Rider, made it through to the final round of the men's event on the same evening, eventually finishing 10th.

The only English finalist, he finished with a final result of 18.12 metres and his third successive Commonwealth Games top-10 placing.

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